1869 CENTENNIAL 1969
EDITION

Sierra Sun
"IT SHINES FOR ALL"
AND
Truckee Republican

100th Year — No. 19 | FOUR SECTIONS | TRUCKEE, NEVADA COUNTY, CALIFORNIA, WEDNESDAY, MAY 7, 1969 | TWENTY-FIVE CENTS | PHONE (916) 587-3553 | SINCE 1869

Truckee Hails Railroad's 100th Annniversary

Truckee's Golden Spike Centennial Celebration, commemorating the 100 anniversary of the completion of the transcontinental railroad is ready to roll Friday and Saturday, May 9 and 10.

First of many events, scheduled for the two-day family fun program, will be the beard contest at 3:30 p.m., Friday.

Judging for this "hairy" contest will be Starla Pepple and Joyce Stevenson, two attractive Dorothy Dorben dancers currently appearing at Harrah's Headliner Room, Reno. Unbearded locals will be fined after a "fair trial" by 1869 standards.

General chairman of the two-day affair is Herb Crenshaw with Gino Gini grand marshall, assisted by John Moretta.

After the beard contest Tahoe Truckee High School band under direction of Dick Small will present a concert.

The first of two centennial trains is scheduled to arrive at 4:15 p.m. Friday. This will be followed by the through train to Ogden, Utah, at 4:45 p.m.

Both trains will stop in Truckee for the dedication of the Golden Spike commemorative plaque which will be mounted on a large piece of native granite at the northeast corner of the Southern Pacific Depot.

It is expected approximately 1,500 persons will disembark from the two trains. During the interim between arrival of the two trains, students from Truckee Elementary School will square dance and sing in the parking lot adjacent to the depot.

After dedication of the plaque, both trains will depart from Truckee, the first returning to Sacramento.

An 1890 costume contest will be held at 5:30 p.m. in the parking lot. Prizes will be awarded for the most authentic period costumes in five categories:

Best family group of three or more; best man; best woman; best boy and best girl.

This contest will terminate festivities for the first day of the celebration.

During all of the events, Truckee Chapter of E Clampus Vitus and friends, under the leadership of Nobel Grand Humbug Russ Dickensheet, will assist in any manner possible – such as holding up trains, conducting a hanging, possibly stealing the wheels off one of the engines, or the engine itself.

Clampers will be in evidence both Friday and Saturday, upholding the honor of fair womanhood in general and widows and orphans in particular.

Saturday's first event will be the "biggest and best" parade ever seen in Truckee. More than 90 entries have been received to date, including Wooster High School Marching Band from Reno, Sacramento Shrine Club's Drum and Bugle Corps., and a float featuring Melody Nobles, Miss Nevada County from Nevada City.

Parade entries will form behind Truckee Post Office and disband west of Gateway on Truckee Tahoe High School grounds, according to Jeanne Stone, parade coordinator.

Entries numbered one through 10 will form on E. Main Stree; numbers 11 through 25 on School Street; numbers 26 through 45 on Church Street and 46 through 90 on both streets around the Catholic Church.

Units are asked to line up at 8:30 a.m. for a parade start scheduled for 10. One lane of traffic along the parade route will be kept open for emergency traffic, according to Lt. Oliver Ledford of the local California Highway Patrol office.

Announcing parade participants will be Dr. H. P. Tapia in Gateway and Art Kennerson in downtown Truckee. Truckee Ambulance will have equipment standing by during the day, four official cars will be operated by Pioneer Jeep Club, and Hi Fliers will provide "top cover."

All entries in the parade will be competing for first place awards – metal shields inscribed with "Truckee Railroad Centennial Parade 1st Place 1869–1969."

In addition to the shields, six certificates of merit will be awarded to the best adult entries and 12 ribbons will be presented to the youngsters with the best entries.

At 1 p.m. the Truckee Clampers have scheduled a unique softball contest, meeting Virginia City Chapter E Clampus Vitus, Truckee–Donner Horsemen will play one inning against the horsewomen. Site of the "contest" will be Truckee Donner Regional Park on Highway 267 shortcut.

Immediately following the game the Truckee Clampers will have a family picnic at the park open to everyone in the area. It is requested participants bring their own food. Clampers will provide beer, soft drinks and coffee.

Saturday night's grand finale will be the Truckee Golden Spike Centennial Dance and Sierra Queen coronation to be held in the Truckee Veterans Hall, starting at 9 p.m., sponsored by VFW Ladies Auxiliary.

Music for dancing will be provided by long-time resident Pete Tallent and his group who are well-known throughout the area for their dancable music. Tickets for the dance are on sale in Truckee and Donner Lake at $1 per person.

Coronation ceremonies will follow the announcement of Miss Sierra Queen winner.

Tickets sold by queen contestants will be selected for a $100 merchandise award.

Truckee's downtown area has been decorated for the occasion with many merchants featuring window displays of an historical nature. Residents will dress in pioneer clothes during centennial days.

General chairman of the two-day celebration is John Hemler. Truckee – Donner Chamber of Commerce is sponsoring the event, under Carson White, president.

Both trains, operated through the cooperation of Southern Pacific, are sponsored by Pacific Coast Chapter of Railway and Locomotive Historical Society.

A third train sponsored by Orange Empire Trolley Museum and Pacific Railway Society is to leave Los Angeles Thursday and travel to Truckee. Its time schedule is unknown at this time.

One of the first two trains will go to Promontory, Utah, where the Golden Spike, linking West to East, was driven by officials of Central Pacific May 10, 1869.

(Central Pacific has since become Southern Pacific). The other will turn back at Truckee.

CENTENNIAL CELEBRATION PROGRAM

FRIDAY, May 9 – All events take place in downtown Truckee at Southern Pacific Passenger Depot.
3:30 p.m. – Beard Contest
3:30–4:30 p.m. – Band Concert – Tahoe–Truckee High School Band.
4:15 p.m. – Truckee train arrives.
4:15 p.m. – Truckee Elementary School square dancers and singers.
4:45 p.m. – Ogden train arrives
5:00 p.m. – Dedication of Centennial Plaque.
5:30 p.m. – Old-fashioned costume contest.
E CLAMPUS VITUS – Frolic – all afternoon
SATURDAY, May 10 – Centennial Parade starts Bridge Street (Highway 267) and Emigrant Way, downtown Truckee.
1:00 p.m. – E. Clampus Vitus softball game, regional park, Highway 267.
3:30 p.m. – Family picnic, regional park, Highway 267.
9:00 p.m. – Centennial Dance and Queen Coronation, Veterans Hall.

ALL ABOOOOOARD! – Decked out in gowns made expressly for Truckee's Centennial Celebration Friday and Saturday are personnel members from Truckee Post Office. From left are Emma Spillner, Lorraine Free, Rosie Bagby, Jean Armstrong, Oliie Stewart, Marge Frates and Louise McCallen. "Conductor" for this particular jaunt is Cy Armstrong, rear, who furnished the 1930 Model A Ford pickup for the occasion. Cy and the pickup will be one of 90 entries in Truckee's big Centennial Parade Saturday. —Sun Photo

One Man's Opinion

By CARL BRIGGS

This edition marks a proud moment for the Sierra Sun. We have estimated and declared this to be our 100th birthday, at least, and have joined with the railroads in a centennial celebration.

Elsewhere in this paper are learned historical accounts of newspapers and railroads, most of them prepared especially and exclusively for this edition by knowledgable persons of good repute, and a suitable goblet is hereby raised in the direction of Bert Troelsen, colorful historian at Donner Memorial State Park; Dorothy Fordham, vice president of Truckee–Donner Historical Society; Douglas Barrett of Sacramento, correspondent and son of the former publisher; Dave Mohla, district forest ranger at Truckee, John Corbett, an independent observer and recorder of life in the mountains; and others, including Florence Burge and the rest of our staff, who always answer the call.

And my personal thanks to Ralph Thompson of the Tahoe Tribune who stepped masterfully into the breach and put this paper together while I was flat on my back over at Arnold Intorf's palatial and celebrated resort.

Old Torf runs a hell of a country club there, and, while the daily rate is a little steep, the room service can only be described as exceptional, the fare deserving of Euclidean prose, and all other amenities nothing less than immaculate.

Hospital life requires considerable adjusting for a country boy. It's a different world, one of pills and steril efficiency and BM tabulations, but that adjustment is accomplished less painfully at Tahoe Forest Hospital than any place I know of.

Not that I frequent these spas often. The last time was when I got kicked by an ornery old horse and a nurse looked at me and said, "Hey, yew look like yew been kicked by an ornery old horse. Looky here. Yer all stove in!"

She had a foghorn voice like Slim Pickens, and, come to think of it, she looked like him too.

They filled the dents with putty, spread on some spackle with a trowel, painted me over and let me out by the back door – which, fortunately, faced that of a friendly saloon to which I immediately repaired for a largess of healing restorative. Times have change.

Greater North Lake Tahoe can be immensely proud of its hospital. While it's not the sort of attraction we can advertise, it's one of the greatest assets we have, both in the quality of the plant and in the spirit and dedication of all the people who make it function.

Dollar Hill Explosion Probed By Deputies

Placer County Sheriff's deputies are investigating an explosion at 10:20 p.m. Sunday which resulted in damage estimated in excess of $4,000 to a condominium unit under construction at Dollar Hill.

Two almost simultaneous blasts were reported.

"This is the second explosion in 10 days in the Tahoe City area," Capt. Max Bennett, officer in charge of the sheriff's substation at Lake Forest, said Monday.

The first explosion occured in the R. E. Slayden & Sons Plumbing Shop at Lake Forest.

"We are taking immediate steps to determine what type of explosion this was and investigation of the entire incident is taking priority in our entire department," Bennett stated.

A spokesman for the contractor at the construction site said the damaged building represented the first four units of a 21–unit condominium being built by G. R. Construction Co., of Tahoe City and Sacramento.

Developers are Duffel & Smoot of Lafayette, Calif.

EXPLOSION AT DOLLAR HILL – Ripped up subflooring and wrecked framing material is shown after an explosion Sunday night which damaged condominium under construction at Dollar Hill. Windows were also blown out by the blast. —Sun Photo

EDITOR, SIERRA SUN:

Congratulations to the Sierra Sun on reaching the century mark undiminished in vigor and purpose.

Despite the advanced years and multutude of battle scars borne proudly by the Sun, no geriatric treatment is needed or prescribed.

May your second hundred years be as interesting and productive as the first.

Please accept my very best wishes on behalf of the people of Nevada for your continued success and prosperity during your second century of publication.

PAUL LAXALT
Governor,
State of Nevada

IVGID Grand Jury Probe

INCLINE VILLAGE – Washoe County Grand Jury has been probing the operations of the Incline Village General Improvement District (IGVID) since last November – but for dual purpose – investigation and educational.

Paul Hamilton, deputy district attorney in the civil division of the county district attorney's office in Reno, said, "It's routine to the extent that the 17–man grand jury (12 must be present at any one session) has a duty to periodically review various operations of the local government – and this can involve reviewing jail facilities, law enforcement services in general or improvement districts."

Hamilton said that although the IGVID "is not an equivalent of a subdivision of a county, it is a subdivision of the state and operating within the confines of Washoe County," thus the county has the jurisdiction to look into its (IVGID's) operation.

He added that the grand jury "is considering problems inherent in the operations of general improvement districts in general – using Incline Village as the one operating district within the district as a frame of reference."

Hamilton did point out that the grand jury is in its concluding stages, and that "various recommendations to the state legislature are anticipated as well as proposed legislative changes in regard to controls and operations of special districts."

"The jury is in receipt of various complaints of various IVGID actions as well," Hamilton said.

But, he emphasized, "the mere fact that the grand jury was called to investigate certain operations does not mean any conclusions should be drawn."

Hamilton said a "good number of people have been subpoenaed, as well as records." He declined to identify the individuals, but said the deliberations themselves are a matter of confidential record."

"But I think that the fact that the grand jury is looking into IVGID is a matter of public record," Hamilton stated.

"It is everyone's hope that the present grand jury will report its findings sometime this fall," Hamilton said.

Grand juries in Nevada are usually appointed for a two – year term, although this is not binding according to Hamilton. At the end of the two years, the grand jury usually submits a report of its findings, then a new grand jury is appointed.

"Given the present scheme of things in the operation of districts, there may yet be room for additional law changes which would adequately protect the public interest," Hamilton said.

Wally White, general manager of IVGID said he had not been subpoenaed, but he "did understand many people have been before the grand jury.

"We did have a notice last summer that all improvement districts were to have their records reviewed. The investigations are not aimed at the IVGID, but all improvement districts. There are no implications against any individual," he said.

EDITOR, SIERRA SUN:

I am pleased to extend congratulations to the Sierra Sun Bonanza upon its 100th anniversary of service the mountain town of Truckee, California, and its neighbors.

Astride one of the oldest east–west trails over the Sierra Nevada Mountains, Truckee has played a unique role high in the Sierra as a passageway to California. Explorers and fur trappers, the Donner Party in the tragic snows of 1848, the emigrant trail into California during the Gold Rush, all passed by.

Then when the pioneers discovered the riches of lumber in the pine clad forests and gold in the hills, they stopped and settled. The railroad spanning the national produced a busy, brawling city. Lake Tahoe to the south, growing into one of the most popular resorts in the west, has added to it.

The Sierra Sun Bonanza has certainly seen a good bit of western history pass through in one hundred years. Between editors being shot, disastrous fire that almost destroyed the town, blizzards that piled snow several feet deep, it has maintained its role of service to the community around it.

The ageless grandeur of the mountains still looks down on a transcontinental freeway through Truckee where covered wagons and mule pack trains have been replaced by cars and trucks whizzing by, and mile–long trains struggling over Donner Pass.

By best wishes for many more decades of publishing in one of the most historic spots in California.

RONALD REAGAN
Governor,
State of California

Nevada County Board Shakes Up OEDP Unit

Members of Nevada County Board of Supervisors in a split vote at a special meeting Friday, eliminated the five member executive board of the Overall Economic Development Plan.

Also on a split vote, they established a new seven–member executive committee; outlined its functions and limitations; changed the water–sewer task force to the public works task force and eliminated the position of administrator as of 4 p.m. Friday, May 3.

All except two of the actions were passed by a three to two vote with supervisors Ralph Buchanan, Lou Hartman and Dean Lawrence voting in favor and supervisors Willie Curran and William Thomas voting against.

Unanimous approval was given to the appointment of John Sorenson as a member at large on the new committee and its temporary chairman, and to the name change of the sewer–water committee to public works.

The new committee will be composed of one member from each supervisorial district and two members at large.

Appointments made at the meeting were Roy McDowell, named by Buchanan; Paul Byrne, named by Mrs. Lawrence, and Oliver Milhouse, picked by Hartman.

Thomas and Curren said they were not ready to make their selections. The other member–at–large named was Betty George.

Lou Hartman, board of supervisors's chairman turned over the gavel to Mrs. Lawrence, vice chairman, who conducted the meeting. Mrs. Lawrence permitted no audience participation in discussions saying, "If they had gotten on the agenda, they could."

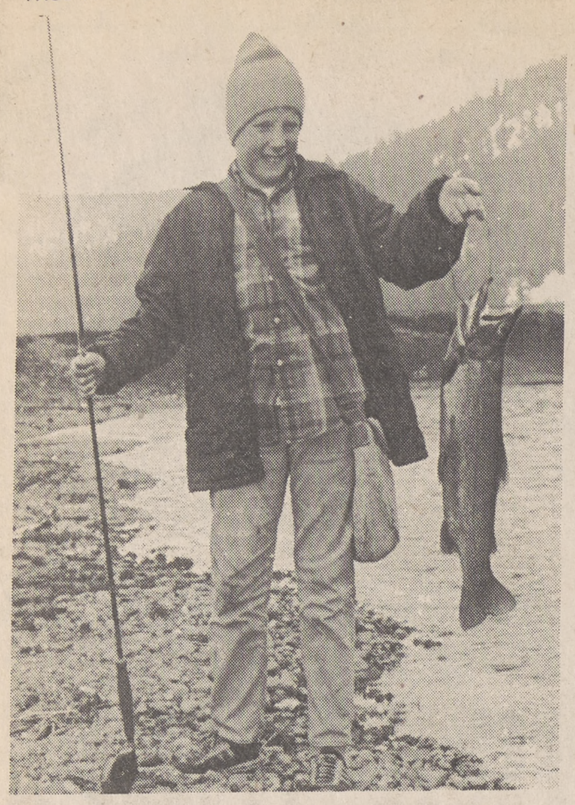
Apparently, none were on the agenda. Several members of the audience left the meeting in protest.

Former OEDP Chairman Harry Beyer of Soda Springs, who was replaced by action of the supervisors Friday and who walked out of the meeting after an audience protestor was ordered removed from the room by Nevada County Sheriff's officials, offered a prepared statement to the news media.

Among his comments, Beyers said he thought "everything was in order and we (OEDP) were working in harmony between the board of supervisors and the executive committee of the OEDP."

"As I see the problem, it boils down to whether the board of supervisors are going to eliminate the administrator's position on our planning grant application," Beyers said.

"We, on the executive committee do not feel that we can operate without a professional administrator which is allocated to us on our planning grant . . . " Beyers reported.



IT'S A WINNER! — No matter which way you look at it, Craig Poulsen, 11, caught a winner when he landed this 24 1/2 inch five and three quarter pound rainbow trout. If nothing else, Craig's catch was the first taken out of Squaw Creek in the meadow at Squaw Valley when he brought it to creel at 10 a.m. Saturday morning Craig will also be among competitors for the World's Greatest Fishing Derby sponsored by the Greater North Lake Tahoe Chamber of Commerce. Family acquaintances claim there was a definite green glint in the eyes of Craig's father, Wayne Poulsen, last weekend, after his son brought in his record catch. —Photo by John Corbett

Susan Taylor Dies In Reno

Funeral services for Susan R. Taylor, 20, of Incline Village were held Monday in the Lutheran Church of the Good Shepherd in Reno.

Miss Taylor died Friday in Washoe Medical Center in Reno from injuries she sustained in an automobile accident April 30 on the Mt. Rose Highway.

Also killed in the April 30 mishap was Carla Carloch, 20, an Incline Village secretary.

Miss Taylor was a native of Reno and a life-long resident of this area. She had been employed as a hairdresser at Judy's Hairdo at Incline Village.

Surviving are her mother, Jean Taylor, Las Vegas; father, Billy Taylor, Miami, Fla.; a bother and sister, Steven and Donna Taylor, both of Las Vegas; and grandparents, Mr. and Mrs. Homer Steell, Las Vegas and Georgia Myers, Santa Monica, Calif.

Interment was in the Mountain View Cemetery in Reno.

Bill Gorham Rites Held

Services were held Friday at Tahoe City for William Stanford Gorham, 24, son of Mrs. Kjell Rustad, who was killed April 27 in a single car accident near Fairfield, Calif.

Graveside services were held at Trail's End Cemetary. The family requested remembrances be sent St. Nicholas Episcopal Church of Tahoe City.

Gorham was a student at McGeorge School of Law in Sacramento. Also killed in the accident was Gorham's cousin, Sally Wyn Brown of Walnut Grove. Margaret J. Titmus of Lodi and John Henry Bahlman of Palo Alto were seriously injured.

Gorham is survived also by his father, Dr. Frank W. Gorham and stepfather, Kjell Rustad, both of Tahoe City; a sister, Jan Boynton Escribano; a brother, John Stanford Gorham and a stepsister, Binth Rustad.

Clearing Rails

Twenty-foot snowdrifts plugged the Truckee River Canyon between Truckee and Tahoe City in April of 1922. A plow pushed by two locomotives on the Tahoe-Truckee railroad spent 21 days pushing through the heavy drifts.

Letters To The Editor

EDITOR, SIERRA SUN:

As a native of the center Sierra area region who remembers Truckee from my boyhood days when we went to the mountains by rail as there were no year round highways, I have a special attachment for your region.

Throughout the years as I grew to adulthood and subsequently was priviliged to serve as the representative of Truckee, Nevada County and the North Lake Tahoe area in the California State Senate and now in the U.S. House of Representatives, I have enjoyed working with the people who are so well served by the Sierra Sun.

May I extend to you my heartiest congratulations and best wishes upon your 100th birthday. May the Sierra Sun and the city of Truckee continue to grow and expand as one of the finest winter and summer recreational areas known every where in the world. Keep up the good work.

HAROLD T. (BIZZ) JOHNSON
California Second District,
Member of Congress

EDITOR, SIERRA SUN:

My sincere congratulations on the Sierra Sun's 100th birthday anniversary. To be a lusty century's chronicler is an enviable achievement.

To be around to record the next century's change is a challenge and opportunity. I'm sure the Sierra Sun will meet the challenge, serve its readership, and uphold the principles of a free press and a free society.

GENE CHAPPIE,
Assemblyman,
California Legislature

EDITOR, SIERRA SUN:

I would like to extend my warmest wishes to the Sierra Sun on the occasion of its 100th birthday anniversary.

Your historic newspaper not only brings back vivid reminders of our state's colorful past but also reflects its present development and bright future.

We have only to marvel at your truly amazing record of never missing an issue to realize the steadfast role played by this publication in the continuing drama of the American West.

Congratulations and best wishes for the next 100 years to you and the many Greater North Lake Tahoe area readers of the Sun.

GEORGE MU[illegible],
[illegible]fornia Senator,
United States Senate

EDITOR, SIERRA SUN:

The old saying about the first hundred years being the hardest may or may not be well applied to the history of Truckee and its newspaper, but having achieved the century mark, you and the staff of the Sierra Sun can now take a moment to reflect on the past successes and the prospects for the future.

Truckee's history is a rich one and the area and its people have played a key part in the development of California and the nation. Fortunately for all of us, this part of our history has been reflected and recorded in the pages of the Truckee Republican and Sierra Sun.

But to make a really vital contribution to a community, a newspaper must be more than just a mirror for history. It must educate, guide and urge the people of the community to be interested in and to take part in the life around them. The Sierra Sun has always done this.

Now you are on the crest of the first hundred years and looking forward to the future. Changes will come much faster now and so will the problems, but the area will be prepared because it has a vital and expanding newspaper to report on these changes and relate them to the lives of those people in the community.

Permit me to congratulate you and your staff for having achieved 100 years of service to your community and to send along my best wishes for continued success during the next hundred years.

STEPHEN P. TEALE,
State Senator,
California Legislature

EDITOR, SIERRA SUN:

I wouldn't let May 7 pass without extending a warm birthday greeting to the Sierra Sun Bonanza on the 100th anniversary of its service to the citizens of California, Nevada and the entire West. This is a significant milestone, and I know many of your friends and admirers on both sides of the Sierras are joining in a lusty tribute.

Nevadans have always taken their newspapers and newspapermen in deadly earnest. At about the same time one of your early editors succumbed to lead poisoning, Dan DeQuille of the Virginia City Territorial Enterprise also was required to defend an editorial viewpoint with a six-shooter. He didn't exactly win the duel, history tells us, but he didn't lose, either.

Other distinguished Nevada editors of the period included Alf Doten of Virginia City and Gold Hill and a young fellow named Samuel Clemens. The latter came West because he was promised a job by his brother, Orion, then Secretary of the Nevada Territory. The job failed to materialize. So Sam Clemens turned to writing, became Mark Twain, and a candle became a star.

But I digress. My purpose in writing is to salute a century of accomplishment by the Sierra Sun and Truckee Republican. It grew up with the West, helped tame it, and today remains a vigorous voice for the interests of the citizenry it so ably serves.

To you and your predecessors, a hearty "well done." May your second century be characterized by the same high standard of journalistic excellence that has made the Sierra Sun a great tradition of the West.

ALAN BIBLE
Nevada Senator,
United States Congress

EDITOR, SIERRA SUN:

. . . I take this opportunity to congratulate you and your staff on the 100th birthday of the Sierra Sun and Truckee Republican. This anniversary has deep personal meaning for me. Truckee was my childhood home, as it was my mother's and grandmother's before me.

Not long ago I ran across an ad in an 1874 issue of the Truckee Republican in the Sacramento State Library. It announced that Nona Keiser would now give guitar lessons. She was eventually to become my grandmother, but at that time was a "spinster" of 20.

And so it was that the home town newspaper recorded our joys and our sorrows, and mingled our lives with our neighbors' lives in weekly columns for two and a half generations.

Many other families can say the same. With them I hail our century-old newspaper proudly and affectionately.

NONA McGLASHAN QUILL
Granddaughter of
C. H. McGlashan
Former editor and publisher
Truckee Republican—
now Sierra Sun

EDITOR, SIERRA SUN:

For anything to last a hundred years is an achievement, and I wish to congratulate your newspaper.

I myself have been much interested in its long-time editor, C. F. McGlashan, who preceded me (by about half a century, in fact) as a student of the disaster of the Donner Party.

As you Truckeeans may be interested to know, his grandson gave all his papers to the Bancroft Library of the University of California (Berkeley), where they may be used by qualified scholars. I am sure that much material on early Truckee is included there, along with his correspondence with members of the Donner Party.

GEORGE R. STEWART
Author of "Ordeal By Hunger"
History of Donner Party

"Facts Worth Remembering.
"A box eight inches by eight inches square, and eight inches deep, contains a peck"
From 1846 Pacific Rural Press

QUEENS' DINNER — Contestants for Centennial Queen were honored last Friday at a dinner where judges, whose identity was not revealed, listened and talked to them to judge for poise and personality. Shown after dinner with other guests were, from left, Debbie Wurst, Fifth District Supervisor William Curran, Judi Birmingham who already holds the title of Miss Sierra Snowflake, Mrs. Carson White and Carol Lindstrom. Each contestant made her own dress for the occasion and all intend to go into the teaching profession. George Morey introduced and interviewed each girl. Truckee-Donner Chamber of Commerce President Carson White presided during dinner and introduced special guests. Queen's will be judged on horsemanship next Saturday and the Centennial Queen will be crowned during ceremonies at the Centennial Dance Saturday at Veterans Hall. —Sun Photo

History Rings In Alarm Bell

The alarm bell which once hung over the engine house of the Truckee Lumber Company has a history that is replete with interest and reminiscenses of olden days in California.

Information about the historic bell was taken from the 1883 Tourist Guide and Directory of the Truckee Basin which was written by W. F. Edwards and Charles D. Irons.

The directory says "The bell was purchased in 1964 by Young American No. 2 of Virginia City from Monumental No. 6 of San Francisco, together with the old engine of that company."

Edwards and Irons also wrote that "The bell did good service in San Francisco in the days of the Vigilance Committee. When there was to be a meeting of that body, the bell would be struck with a hammer in order that its sound could be distinguished from that of all other bells in the city; and the dents then made on the bell are still plainly visible.

"This old bell sounded the death-knell of Jenkins, Whittaker, McKnight, Casey, Cory, and several other law-breakers who were hanged by the Vigilance Committee."

If anyone has any information concerning the whereabouts of the old alarm bell, they are asked to contact the "Sierra Sun" office at 587-3553.

Bids To Be Opened For Truckee Park Facilities

Directors of Truckee-Donner Recreation and Park District will open bids at 8 p.m., May 28, for construction and improvement of facilities at the Truckee River Regional Park just south of town on State Route 267.

The first call for bids on the project received no bidders. Directors then decided to divide the work into four separate parts and bidders may select any one of the four or bid on all four. Two of the bids are being published May 7 and will be opened May 28.

Proposal is for site utilities including sanitary sewer, electric and water systems as required to service restroom and maintainance building, also construction of main irragation pipe line from the Truckee River and related electrical work.

The remaining two parts, planning and maintainance of turf area, the restroom and park maintenance buildings will be advertised May 14 and opened June 5.

The project is being financed by federal, state and local funds.

Notes - Deeds of Trust
1st & 2nd - Equities
Purchased For Cash
T. L. JAMES
P. O. Box 80 Tahoe Vista

Chinese Recognized For Labor On First Railroad

By CARSON WHITE
President, Truckee-Donner
Chamber of Commerce

After studying Truckee history and reading about the monumental task of building the Central Pacific Railway, members of the Truckee-Donner Chamber of Commerce feel that recognition should go to the Chinese who supplied much of the labor in laying the track.

When the railway was completed, the railway company discarded these laborers abruptly, leaving them to fend for themselves in a strange land. They were unable to own property or find jobs unless they worked below wage scales.

In 1886, the white men were enraged by loss of their own good pay due to the fact the Chinese were willing to work for less. As a result of this, they burned out the Chinese, chased them out of town and often committed cruel violence against the yellow men.

Now with the Centennial Celebration here, we, members of the Truckee-Donner Cahmber of Commerce, wish to extend our thanks and give overdue recognition of the important contribution the Chinese made in the building of the West as well as the building of the railway.

Fishy Stories

On April 20, '73, Ben McCoy caught in Lake Tahoe, two trout, one weighing 16 and the other 22 pounds. Ben was proud of his catch, and the fish were sent to Truckee and were purchased by Judge Keiser, then mine host of the Keiser House, and served to the guests of that hostelrie.

On Sunday April 14, 1878, Thos. Rowlands caught in Tahoe a trout weighing 23 1/2 pounds. This is said to be one of the largest ever caught, although rumor credits the lake with yielding them that weighted upwards of 30 pounds. A five pounder is good enough sport to handle, and it is not every tourist that can handle even one of them.

News From The Past

25 Years Ago

Local interest in the election Tuesday centers on the supervisorial contest between Henry Loehr and Alex Robertson. In the congressional contest Jesse M. Mayo will run against Clain Engle.

* * *

County Assessor Phil Scadden and his deputy, Bill Tamblyn, will be in Truckee next week for the purpose of assessing local property.

* * *

Glenn Greene, resident manager of the Tahoe Tavern, will be the speaker at this week's meeting of the Lions Club. Ernie DeLyle, new manager of the Sierra Tavern, will also address the club.

* * *

Mr. and Mrs. Don Huff of Woodland have arrived at Homewood to prepare their resort for the summer season opening soon.

* * *

Mr. and Mrs. Carl Sorenson have returned from Reno where they spent the winter and are now at their Tahoe Vista home.

* * *

Stan Gregory, former Truckee resident, was here for the opening of the fishing season. He now lives in the Bay Area.

* * *

Signalman Bob Leamon, now stationed on the East Coast, took time out from his sea duties to spend a day fishing from a small boat.

* * *

Loynd's Truckee Drug and Cabona's are featuring ideal gifts for Mothers Day May 14.

30 Years Ago

Sale of Donner Trail Auto Camp, a mile and a half west of Truckee to Mrs. Jane Chapman for approximately $125,000 was announced by Mike Cirigiliano. The property consists of 8.9 acres and 28 tourist cabins, a store and dwelling.

— — —

Mr. and Mrs. Frank Giovannoni became the parents of a baby son born in Reno May 11.

— — —

Frank Kinne has been elected president of Truckee Aerie of Eagles. Other officers include Andrew Roquette, vice president; William Englehart Sr., prelate; C. E. Smith, secretary; Fred Kohler, treasurer; John Cabona, inner guard and Frank Holt, outer guard.

— — —

A forest fire of major proportions and the first of the current season, swept over 125 acres of brush and timberland just west of Boca and was brought under control through the efforts of 100 fire fighters who waged a 24-hour battle.

— — —

Fly fishermen are coming into their own early this season as streams are low and clear.

— — —

A conducted tour of the Golden Gate International Exposition at Treasure Island will be made by students from the Truckee High School during Nevada County Day at the fair.

— — —

A total of .82 of an inch of rain during the thunder storm was reported by District Forest Ranger H. I. Snider. Lightning did not cause any damage, he reported.

50 Years Ago

TRUCKEE REPUBLICAN
May 8, 1919

Tony Ghirardi, the popular blacksmith, served 11 months in the Army and was in France from Aug. 25, 1918, to April 18. He came home from the war Monday night and was welcomed by family and friends.

* * *

Ranger Smith reports the Loyalton-Truckee road and the Sierraville-Truckee roads are now open for wagon travel and will soon be all right for auto travel.

* * *

A gun club is in the process of forming in Truckee and prospects are for some real sport for men who like to shoot. A brass band, a baseball club and a gun club will create some life here.

* * *

Mrs. Robert Koepke and daughters, Maude and Roberta, moved to their home at Polaris after spending the winter at Truckee so the girls could attend school.

* * *

The Crown-Willamette Paper Co. has moved its office from the Glendale Building to the Masonic Building, into an office formerly occupied by the U.S. Forest Reserve.

* * *

Mrs. William Englehart, her son and mother, Mrs. P. Franzini, returned home Friday night after a three weeks' visit in San Francisco and other bay cities.

Sierra Sun
ESTABLISHED 1869
P. O. Box 248
Truckee, Calif. 95734
Telephone: 916-587-3553
Entered as 2nd class matter at the Post Office of Truckee.
Published Weekly

Editor ..... Carl Briggs
Advertising Mgr. .... Ed Laine

Subscription Rate
$4.00 per year, payable in advance.

ANNOUNCING
La Cuesta
RESTAURANT
• Serving the Best in MEXICAN FOODS
WILL BE OPEN AT 11 A.M. FOR
COCKTAILS AND LUNCHES
• Specializing In
MEXICAN FOOD & STEAKS
75 West Lake Blvd., Tahoe City
583-3928

$1,000 REWARD
For any information leading to the arrest and conviction of the person or persons involved in the bombing of R. E. Slayden & Son Plumbing Co. in Lake Forest. Please notify R. E. Slayden & Son Plumbing Co., Tahoe City 583-4523.

SAVE AT
GATEWAY Shopping Center
EASY, CONVENIENT
ONE-STOP SHOPPING
Always Plenty of Parking
Mile West of Truckee on U.S. 40

T.D.R.&P.D.
RECREATION EVENTS

Volley Ball—Mondays and Wednesdays.

Women's Slim and Trim — Monday, Wednesday and Friday, High School Gym. Marlene Armstrong, Instructor.

Tryouts for Slo-Pitch, Soft Ball and Women's Soft Ball will be announced soon.

Dr. H. P. TAPIA
Superintendent
587-3090

SALE
Major Appliances
$4,000 Appliance Inventory
Selling At Cost
MAYTAG the dependable automatics
ALL SALES — CASH AND CARRY
ATTENTION BUILDERS
SOME FREIGHT DAMAGED GOODS DRASTICALLY REDUCED!
Your BANKAMERICARD welcome here
SIERRA APPLIANCE
WE HONOR master charge
TRUCKEE 587-3584
N. TAHOE 546-3208

Career Day Set At Truckee

An imposing array of authorities on various careers has been lined up to speak Thursday, May 15, at Tahoe–Truckee High School Career Day Program.

The event, sponsored by the Greater North Lake Tahoe Chamber of Commerce, will be open to juniors and seniors.

Opening ceremonies start at 9 a.m. with a salute to the flag led by the student body president.

Harold Drumond, high school principal, will give a brief introduction while Ben Damanchki, chamber president, will give the welcome. A short keynote address will be given by a representative from the California State Board of Education.

Following this, a boys' assembly will view a film and hear Special Agent Norman F. LeClair of the Federal Bureau of Investigation.

In a girls' assembly held simultaneously, Mrs. Jan McCoy will detail "Careers and Opportunities for Women." Mrs. McCoy is director of the Office of Tourism, State of California.

After the two general assemblies, students will attend three sessions of 30 minutes each to hear about careers of their choice. Eighteen authorities on a varity of careers will each detail requirements for his or her vocation, pay scales and outline what the vocation is concerned with.

PRESENTS AWARD – John Fulton, Boy Scout Tahoe Area Council finance chairman, presents Century Club Members statuette to Assemblyman Eugene Chappie, R–Cool, member of the council executive board.

Boy Scout Council In Membership Drive

Tahoe Area Boy Scout Council leaders are organizing for the 1969 "sustaining membership enrollment" to provide support for operation of the Scouting program during 1969.

John Fulton of Tahoe City, council finance chairman, will lead the team of volunteers to raise $57,000 to carry out the year's program. Assisting Fulton are Ralph Hockett, Harold Weaver, Bill Laughlin and Daniel Higgins.

Community chairman for the Tahoe Truckee area sustaining membership enrollment is Jack Sheehan of Tahoe City. He is being assisted by William Thomasberg, Art Wood, Gary Bruce and Roy Darling.

A kickoff breakfast was held Tuesday at Sunnyside Lodge to launch the campaign.

Phone Word: Mother's Day Is Busiest

Truckee residents may find telephone lines, both local and long distance, at their busiest on Mother's Day, Sunday, May 11, according to Jack Donergue Pacific Telephone manager in North Tahoe.

"We're going to do everything we can to make sure that all Mother's Day calls are completed," said Domergue. "It is possible though, that some minor delays may develop if there is an unexpected volume of calls between two points."

Mother's Day is second only to Christmas in the volume of holiday telephone calls in Truckee.

To handle the extra volume, Pacific Telephone adds more circuits to their network with spare equipment.

The network management center in Sacramento will be geared up to keep telephone Traffic moving smoothly and to complete all calls originating from Truckee, said Domergue. He estimates that more than 7.5 million long distance calls will be placed in the nation on Mother's Day, compared to a daily average of about six million placed during the average business day.

Kings Beach Sets Recognition Night

A Student Recognition Night has been scheduled for May 17 by members of the Kings Beach Teacher Parent Association.

The event will commence with a "dime–a–dip" potluck dinner at 6 p.m. at the school.

Athletic awards will be made and scholarships awarded. Climax of the evening will be a student talent show.

Truckee Masons Note Centennial At Meet

Truckee Lodge No. 200, Free and Accepted Masons, celebrated its centennial observation Friday night in Masonic Temple.

More than 150 persons were present for dinner and observance festivities which began with a welcome for Robert A. Crigler, grand master of California Masons, and other Grand Lodge officers.

After the invocation Zeph Rose, past master, was introduced as master of ceremonies. He in turn presented Anthony (Tony) Ilardi who offered a musical selection.

Robert Critchley then gave the history of Truckee Lodge and Dan Anderson held roll call of living past masters and introduction of 50–year members, George F. Kelley, Oscar T. Schumacher and William Stelzner.

Wayne Philippi presided at introductions of guests which included James Morrison, grand master of Nevada Masons and Grand Lodge officers.

Crigler then addressed the assembly after which presentation of officers and committee members was made.

This year's lodge officers include C. G. Shane, worthy master; R. S. Critchley Jr., C. G. Eden, C. Rich Jr., J. D. Anderson, C. P. Shane, W. N. Pope, E. Whitley, J. E. Pilley, E. Smith, W. D. Baxter and W. Staup.

Centennial committee members included C. G. Shane, E. E. Thompson Jr., W. E. Philippe, R. S. Critchley Jr., L. W. Ferdinand Jr., C. E. Mandeville, W. D. Randall and F. A. Boomer.

Truckee Lodge acquired its name from the town of Truckee, which, in turn was named for Truckee, an Indian scout with the John C. Fremont party.

The year 1969 marks not only the centennial of Truckee Masonic Lodge but also the completion of the Central Pacific Railroad's transcontinental line. It was on Oct. 14, 1869, Truckee Lodge No. 200 was given its charter.

The Truckee Republican, forerunner of the Sierra Sun, carried this notice in its news columns, "Regular meeting on Thursday evening next preceding the full moon" and thus it became one of the several lunar lodges in the California jurisdiction until the bylaws were later changed.

Charles Fayette McGlashan, publisher of the Republican, served as master of the local lodge in 1874 and appears on its rolls from 1873 until his death in 1931, except for a period from 1881 to 1890.

Truckee Lodge experienced a relatively low point in the 1940s and early '50s due to the decline in logging and railroad activitie . Shortly after this the year–round population of Donner Lake, Donner Summit and Lake Tahoe began to increase which caused the lodge to begin an upward climb.

The new Truckee temple was an addition to a second and third story over a general store. This included a meeting room, ballroom and kitchen. Dedication ceremonies were held Feb. 15, 1910.

About 40 years later the former ballroom on the second floor was refinished and converted into the present meeting room and the third floor was made into the kitchen and banquet room.

At about the same time the Masonic Temple Association arranged to buy the store building on the street level, so the Masons finally owned all of their temple in Truckee.

TCPUD To Form District

Directors of Tahoe City Public Utility District last week passed resolutions to start sewer assessment District No. 5 at Sunnyside and Ward Creek Valley on the West Shore.

These resolutions were sent to the Placer County Board of Supervisors which started proceedings Tuesday for the creation of the new district.

A public hearing for protestors is scheduled for June 3 in Auburn. Construction bid openings are scheduled for the same day.

The utility district hopes to have construction under way by Mid–June and cal lines to a West Shore trunk later this year or next spring.

Also discussed was Assembly Bill 1943 which was slated for a committee hearing last Monday. A utility district representative was sent to appear before the committee requesting that the deadline for complete sewering on the North Shore be moved from Jan. 1, 1970, to Jan. 1, 1972. Directors emphasized they were in favor of the bill except for the deadline.

Kings Beach Businessmen Slate Dinner

A "Spaghetti and Wine" fund raising dinner has been scheduled for May 18 by the North Tahoe Business Association Inc. It will be held at the Elk's Lodge, Highway 28, Kings Beach. The public is invited.

Festivities start with no host cocktails at 6 o'clock. Dinner will be served from 7 p.m.

Tickets at $2 per person will be available at the door, at Aqua–Land, 8504 North Lake Blvd., Kings Beach, or by calling 546–4119 or 546–3328.

Hostesses for the dinner, under the chairmanship of Eileen Wilen, are Marshie Jenkins, Jo McDougal, Virginia Goodall, Mary Williams and Pat Young.

"Facts Worth Remembering.

"A box twelve inches by eleven and one half inches square, and nine inches deep will contain a half–bushel." From 1846 Pacific Rural Press

Officials Find EDA Aid 'Tough'

Three primary factors "that make it tough" emerged from the April 29 meeting when North Tahoe and Tahoe City public utility districts held a pre–application meeting for federal assistance in the amount of $2.5 million to complete sewering at North Lake Tahoe.

The two districts met with officials of the Economic Development Agency in meetings held at Crystal Bay and in the respective PUD offices.

William Layton, TCPUD manger, said the first problem revealed is that EDA has no money now, nor will it have until November, and then only if Congress extends the provisions of the Public Works and Economic Development Act of 1965.

"Then, too, we were told we not only have to show how many jobs this project would provide for the unemployed but have to show that those unemployed will be from this area," said Layton.

The third point that Layton said will "make it tough" is that the applications for funds must also show that low cost housing will be available for those employed on the projects or as a result of the projects.

"So the first thing we are doing is to get all the support we can for the continued activation of EDA," said Layton.

He reported the LTPUD board has already sent a letter to Sen. George Murphy asking support and inviting him to Lake Tahoe May 17 to view the projects.

"ROUND TABLE" TALK – Present and future problems and growth of Lake Tahoe spilled over to luncheon conversation when the North Shore public utilities district held its pre–application meeting with officials of the Economic Development Agency. Shown are, from left, Zeph Rose, Gordon Reddall, Dan Cook, Nephi Clayton, EDA official Nephi Clayton, Jack Marquette, Jay Price, Mrs. Ben Damanchki, North Lake Tahoe Chamber of Commerce President Ben Damanchki and Ray Huston, victim of a ski mishap. – Sun Photo

Mini-Mart

U.S.D.A CHOICE CHUCK ROAST 49¢ lb

BONELESS Cross Rib Roast 98¢ lb

ARMOUR STAR BACON 69¢ lb

• EVERYDAY LOW MEAT PRICES

LEAN BEEF STEW MEAT	79¢ lb	LEAN GROUND BEEF	49¢ lb
CENTER CUT BEEF SHANK	59¢ lb	ARMOUR'S—12-Oz. Pkgs. ALL-MEAT FRANKS	2 FOR 89¢
GROUND CHUCK	69¢ lb	ARMOUR'S—4-Lb. CANNED HAM	$3.89
CENTER CUT PORK CHOPS	89¢ lb		

Del Monte BRAND QUALITY

Catsup 14 oz.	5/$1
Corn No. 303	5/$1
Stewed Tomatoes 303	4/$1
Peas & Carrots 303	4/$1
Pumpkin 303	4/$1
Tomatoes 303	4/$1
Peaches No. 2½	3/89¢
Pears No. 2½	2/89¢
Pineapple TIDBITS, No. 211	4/$1

MJB—6 Oz. INSTANT COFFEE 79¢

— PRODUCE —

STRAWBERRIES Large, Luscious	4 bskts. 99¢
LETTUCE Large, Crisp Heads	2 FOR 39¢

• SPECIALS

MEDIUM "AA" EGGS	Doz. 37¢
WONDER BREAD 1 Lb.	4 FOR 89¢
50-FOOT SARAN WRAP	3 FOR $1
6-PAK CANS LIKE 12 Oz.	89¢
MIRACLE WHITE—Quart LAUNDRY AID	69¢
KELLOGG'S POP TARTS	39¢

Mini-Mart

AD PRICES EFFECTIVE MAY 7 THROUGH MAY 13

SUNDAYS 9 A.M. TO 7 P.M.
WEEKDAYS 9 A.M. TO 8 P.M.

PHONE 587-4355 GATEWAY SHOPPING CENTER, TRUCKEE, CALIF.

BUY AT HOME
Truckee-Donner Chamber of Commerce

CALL US FOR ALL YOUR CONCRETE NEEDS

• Pumping
• Foundations
• Slabs

North Tahoe Transit-Mix Company
READY-MIX CONCRETE
Radio-Dispatched Trucks
TAHOE VISTA 546-3285

CAFE SUISSE

PIZZA With Salami $1.25
SPAGHETTI With Meat Sauce $1.00
½ Chicken 1 Lb. With Bacon and Fries $1.95
And Our Best Seller!
DELICIOUS - TENDER French Cut Steak With Seasoned Butter, 3 Vegetables and Fries ONLY $3.45

Bruno and Janette Welz, Owners
TAHOE CITY 583-5131

Truckee Tales

By JEANNIE STONE

Sargeant Richard Walker, son of Mr. and Mrs. William Walker, is spending three weeks leave from the Army in Truckee with his parents. Sgt. Walker has been stationed in Germany for the past two and one-half years. He will be sent to Viet Nam following his visit in Truckee. We wish him good fortune and a safe return home.

Dorothy Fordham of Truckee is promoting an art show in Truckee for the Fourth of July. Lyle Ball of Reno will come to Truckee to give lessons to 10 people. The cost for the seven lessons is $35.00. Anyone who would like to enroll in this class should get in touch with Dorothy Fordham. Richard Yip, nationally known water-color artist, will be in the Tahoe area Aug. 11 to 15. On Aug. 15 he will have a showing of art at the Veteran's Memorial Building in Truckee.

For a real treat, walk in and look at the interior of Tom's T.V. It certainly is refreshing to do business in such pleasant surroundings.

Mr. and Mrs. Eugene Hill, Truckee deliverers of the Sacramento Bee, would like to express their apprciation and bid farewell to their customers in Truckee. They have done an outstanding job and I am sure Truckee will miss them. Our best to them and we are sorry to see them leave.

In the fisherman's conquests last week, the name of Floyd Cooper was inadvertedly ommitted from the list. The mackinaw that he causht was 34 inches long and weighted 12 1/2 pounds.

"Coffee And" in downtown Truckee is now open again for business. The interior is real bright and pretty after a face-lifting job. Mr. and Mrs. Brown are still incapacitated but their son, Slug, and daughter, Barbara, are taking charge. Very capably, too.

New officers were elected this past week for the Wyethia Club. Their new president is Beverly Wilson, with vice-president, Louise Tapia; secretary, Dorothy Fordham; treasurer, Marika Cattan; auditor, Laura Horman. The club si still hoping to get flower boxes on the downtown streets of Truckee. Good luck, girls.

Mr. and Mrs. Carl Schenkle, former Truckee residents for about nine months, have returned to Sacramento to make their home. Schenkle is employed by the City of Sacramento.

In all the hullaballoo about the parade, we forgot to mention a very unusual entertainment for the small fry. There is going to be a kiddie carnival downtown during the Centennial Celebration with cotton candy, popcorn, a fish pond, a wheel of fortune, baseball throwing, balloon busting (breaking) and whatever put on by the TNT Service Club. And if the time element is agreeable, there will be balloons with Truckee Railroad Centennial printed on them. Haven't we got some great kids?

Nelson Stone, fire control officer at the Ranger Station in Truckee, recently returned from Redding where he attended a school where they studied legistical problems in servicing large fire organiztions. Les Bagby, superintendent of the Hobart Mills Conservation Camp, will go to Redding this week for a refresher course in smoke jumping.

Ruthie and John Waller have been making various trips to Sacramento to visit John's sister who is seriously ill with a disease called lucus.

ALPINE MEADOWS

Skiing Daily
Thru May 11
ALL DAY
LIFT TICKET
$5.00
583-4232

Funds Sought For Uniforms

Local merchants and professional men are presently being asked for donations to purchase uniforms, equip - ment, bats and balls to be used in the Truckee Donner Little League program.

Response to date has been excellant, according to Neal Goff, who reports donations ranging from $5 to $50.

Persons who have not been contacted in person may mail donations to Goff, P.O. Box 878, Truckee.

"If the enthusiasm shown by the donors and Little League players is any indication, we should have a very successful season," Goff said.

Nevadan Relives Rail Days

By FLORENCE BURGE

(EDITOR'S NOTE; These are exerpts on railroading taken from a life story of the late Jay H. White whom the author interviewed several times in 1957 when White was 81 years old.

Whit, whose father was George Whit, bridge and building foreman first of the Virginia and Truckee Railroad and later of the Carson and Colorado, had a railroad career which eventually led him to serve as secretary under three Nevada governors. From 1938 to 1948 he was adjutant general for the State of Nevada.

Three of Jay White's five daughters are still living in Nevada. They are Mrs. Dorothy Bosseiux of Reno, Mrs. George T. Myers of Lovelock and Mrs. Chester J. Parker of Carson City. His other daughters were the late Mrs. John B. House of Reno and the late Mrs. Fred F. Parker of Hawthorne.)

* * *

"When Philp McGrath, superintendent of the Carson & Colorado R. R. asked me to go to work as a brakeman, it changed my entire life," said Jay White.

The 293-mile narrow gauge ran from Mound House, six miles out of Carson City, to Keeler, Inyo County, Calif. Both terminals were practically deserted hamlets but there was plenty of freight.

There was merchandise from Owens Valley, ore and marble from the quarries near Keeler besides the heavy shipments of soda ash which was evaporated in shallow vats from the dense water of Owens Lake.

But it was a desolate run.

"This railroad is either 300 miles too long or was built 300 years too soon," remarked D. O. Mills upon his first trip through the desert country over the Carson & Colorado. Mills, who had helped finance the V & T Railroad, had also financed this road.

However, the big Tonopah and Goldfield discoveries soon put full capacity use to the little railroad. Narrow gauge equipment was begged, borrowed or bought from other lines throughout the west to keep up with the heavy ore shipments.

Jay White was acting fireman the day he saw Charles M. Schwab and his party tossing $20 gold pieces aimed at a telegraph pole. The Pittsburgh steel magnate was headed for Goldfield where he had mining interests and the train was makits dining stop at Wabuska.

Having finished lunch, Schwab and his friends idly started the game to see who could get closest to the pole, winner take all. Within a few minutes some $200 changed hands while the awe-struck Jay watched.

"There's a destiny that shapes our ends," Jay quoted as he recalled the one time in his life when he was sure he'd never again see his beloved wife. and his five daughters. By now he had been promoted to freight engineer out of Hawthorne.

Jay was taking freight from Mound House to Mina. Having stopped for water the train gathered speed as it descended the hill toward Dayton when a Jap appeared waving a red flag.

The train brakes wouldn't operate so soon after a stop, so Jay signaled the brakeman. Unkown to Jay, the conductor countermanded his order and the train flew unrestrained toward a spot where the rails had been removed to work on the road bed. Some quick thinking members of thr road gang quickly laid the tracks in place just as the engine approached the break.

"This is it, another few seconds and I'll be mangled into hash," thought Jay as the engine passed over the loose rails.

He looked at the putty colored face of his fireman whose hair literally stood straight up to almost raise the cap from his head. Silence enveloped the Engine cab as the two men watched the mixed freight cars pass over the break, one by one. They expected momentarily to be thrown into erernity.

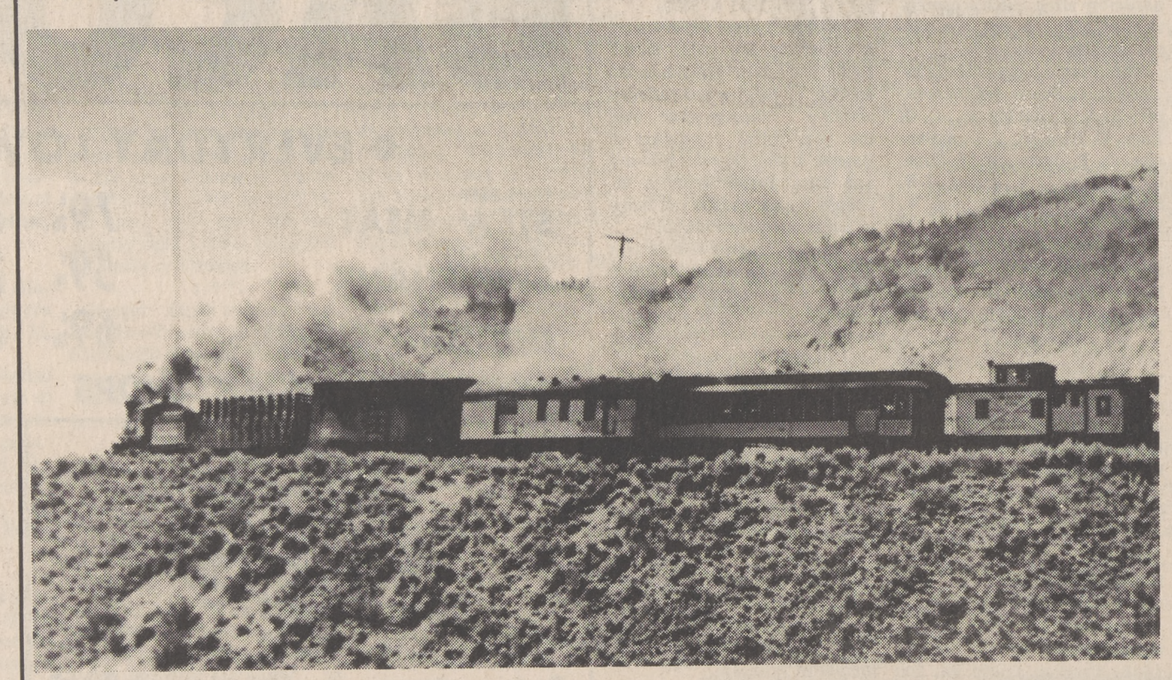
Not until three miles later at Dayton could Jay get enough power to brake the train to a stop.

It was during Jay White's years with the Carson and Colorado that he met and became fast friends with Fred Balzar. In 1928 Balzar was elected governor of Nevada and asked White to be his secretary.

White then served with Balzar until his death and subsequently with Acting Gov. Morley Griswold and Gov. Richard Kirman before being appointed adjutant general of Nevada.

AT CANDELARIA DEPOT – Crew on a carson and Colorado Railroad train pose at the depot in Candelaria in 1898. They are Fred Barnes, conductor; Frank Regan, brakeman; Abe Church, engineer; Johnnie McGillis, fireman and Charles Meadows, mail clerk. A newphew of Barnes, Dr. E. W. Harris is now professor emeritus in the college of engineering at University of Nevada in Reno.

A "FIRST" IN THE 1880'S – An early picture of the Carson & Colorado Railroad's Engine No. 6 which was the lines' first train to cross the state line in the early 1880's.



AT LAKEVIEW – This action view of the Virginia and Truckee in Washoe Valley was taken by Charles Clegg about 1948. The train is southbound, just passing the Lakeview Tunnel which had collapsed and the company built around it. The train is drawn by engine No. 27 and consists of two revenue cars, and RPO mail car bought from Yosemite Shortline, passenger coach No. 18 and a caboose purchased from Nevada Copperbelt Railroad. The caboose is now in front of the Post Office in Carson City.

—Photo courtesy of Gordon Sampson

West Shore Notes

By ELLEN ATTARDI

Martin Spitsen of Tahoe City was elected a director of the Lumber Merchants Association of Northern California at its 29th Annual Convention held last weekend at Yosemite National Park. The three day meet, attended by hundreds of lumbermen from Northern California and Nevada, had as its emphasis the importance of new merchandising and marketing methods.

Accompanying Spitsen to the meeting was his wife Barbara who much enjoyed the activities planned for the women at the convention headquarters in the Ahwanee Hotel.

* * *

Off for a three months' junket to Central America is librarian Mary Phippeny of Kings Beach. Miss Phippeny has a special assignment at the University of Monaqua in Nicarauga. "Minding the store" at the Kings Beach Library during Mary's absence are Mrs. Will Blankenship, Mrs. Otis Wing and Mrs. J. Corlas Cole.

* * *

Newly elected officers of the Tahoe City Optimist Club are Ernie Marier, president; Bill Thomasberg and Jack Plumbridge, vice president; and Tom Radford, Dave Champion and Vern Chaney, directors. Other board members are Jim Sergi, Frank Burt and Doc Coate.

* * *

Happy birthday to Mrs. Hilda Anderson of Tahoe City who celebrated her special day on May 1st.

* * *

Fort Churchill, Nev., was the scene of a three day camp-out for 11 Boy Scouts of Tahoe City Troop 27 and the boys much enjoyed working on archery, rifle and hiking merit badges. Several of the Scouts participated in 10 and 20 mile hikes under the leadership of Warren Peterson and Bobby McDaniel.

Scouts making the trip were Jeff Wickersham, Dwayne McDaniel, Darryl McDaniel, Rob Easton, Jim Milani, Jeff Duttweiler, Glenn Holley, Bob Banta, Rick Purser, Tim Peterson and Rudy Peterson.

* * *

Back from her annual winter vacation in Mexico and Southern California, is Mrs. Ivy Browne of Tahoe City. Ivy spent most of her time in Acapulco and although she much enjoyed swimming in the warm waters there, Ivy says she is anxious to test the icier waters of Tahoe.

* * *

John Sproehnle of Squaw Valley was a recent patient at Tahoe Forest Hospital.

* * *

Ernie Marier and Bill Thomasberg will co chairman the annual 4th of July Carnival of the Tahoe City Optimists. Assisting them with arrangements are committee members J. C. Krise, Vaughan Williams, Rudy Grigoleit, Don Wilson, Dave Edwards, Monty Huckle, Jim Corkerey, George Wellings, Frank Burt, Vern Chaney, Ray Darling, Bill Ransom and Mike Mariani.

* * *

William Newsom of San Francisco and Squaw Valley celebrated his 67th birthday on May 1st.

* * *

Guest speaker at the last meeting of the Tahoe City Women's Club was Mrs. Maxine Olson who was representing the Tahoe Forest Hospital Auxiliary. The meeting was a luncheon affair held last Thursday at the Dollar Point home of Mrs. Evelyn Surprise.

The club members voted, during their business session, to make contributions to the new thermal unit already in use at the Tahoe Forest Hospital, to sponsor a campership for a Tahoe City Brownie Scout and to award art books of their choice to contestants in the recent art contest held at the Tahoe Lake School. The club also voted to donate a selection of art books to the library at the school.

Mrs. Mitzi Stollery presided over the meeting and Mrs. Marjorie Spafford was in charge of arrangements for the luncheon.

* * *

Congratulations to golfers Leah Hopkins of the Highlands and Marilyn Fugazi of Agate Bay who, in a field of 75 teams, placed sixth in a two-gal ball tournament. The tournament was Harrah's Annual Womens' Invitational and was held for three days on the courses at Hidden Valley, Brookside and Washoe.

Other local golfers doing well in the tournament were Norma Russell of Truckee and Barbara Zorich of Soda Springs.

* * *

Leaving this week for a two week vacation to be spent sunning in Mexico, are Bill and Norma Parson of Squaw Valley.

* * *

Bruce Wilson was guest of honor at a dinner party held at the Lancers last Friday evening and his hosts were fellow members of the faculty of Tahoe Lake School. Bruce will be leaving his post here at the end of the school season.

Another guest at the dinner party was Bruce's wife, Judy, who is a member of the faculty at Tahoe Truckee High School.

* * *

May 29th is the starting date of the Opti-Mrs. Bazaar to be held at the Sergi store in Carnelian Bay. The Bazaar will continue through June 7th and will feature new children's clothing and good condition furniture.

Park District Position Open

Applications are being accepted by the board of directors of the Truckee Donner Recreation and Park District for board director.

This decision was reached after a letter of resignation was received from Charles Spillner who has left the community, and is now on Wake Island. Mr. Spillner served on the board since Jan. 30, 1965.

Applications may be sent to P.O. Box 1087 and must be received by May 28. They will be considered by the board at a special meeting to be held on May 28 in the Nevada County Government Building. Interested applicants will be interviewed. Those applications received during December and January for the vacancy then existing, may be reactivated by request.

Printing of Distinction

—SERVING—
All North and West Lake Tahoe
Truckee - Donner Area

ALPINE BUSINESS SERVICE
Suppliers of
3M Copy Paper
& Thermofax Paper
• PRINTING
• OFFICE SUPPLIES
• FURNITURE
• EQUIPMENT
At the Cobblestone
587-4763 TAHOE CITY

ALLSTATE
for protection

What kind of insurance do you need?
Check here: ( ) HOMEOWNERS
( ) BUSINESS ( ) HEALTH ( ) LIFE
( ) AUTO ( ) BOAT

Then give me a call, and let's go over your benefits and compare the rates you're paying now with the rates you'd get at Allstate.

DAN HORMAN
Donner Office—Donner Trail Real Estate
587-3019 587-3334
Allstate® Allstate Insurance Companies Northbrook, Ill.

PALACE
Barber Shop
Over the Pastime Club
TRUCKEE

Little League Practice Begins

Truckee Donner Little League members opened practice sessions last week in preparation for the start of league games May 20.

Officials report initial turnouts have been gratifying but there are several openings to be filled.

Interested boys between the ages of 8 to 16 years of age are asked to contact Tom Paulus, Chuck Collier or Neal Goff for signup information.

Practice session are being held at 5:30 p.m. at Recreation Park. Little League offers an opportunity for youngsters to have fun playing softball with others of their own ages.

SPITSEN LUMBER CO.
OPEN MONDAY-FRIDAY 7:30 A.M.- 5:00 P.M.
SATURDAY 8:00 A.M.- 12 NOON
"EVERYTHING FOR BUILDING"
LUMBER—HARDWARE—PAINT SUPPLIES—FREE ESTIMATES
DOOR PRIZES
Come in and get your free tickets for prizes and merchandise orders.
Nothing to buy. Drawing will be announced soon.
SPITSEN LUMBER COMPANY
1054 Tahoe Blvd., Incline Village 831-1141 Cliff Lisle, Manager
Martin and Barbara Spitsen, Owners of Tahoe City Lumber Company

TROY'S
RADIATOR WORKS
COMPLETE RADIATOR SERVICE
Chemically Cleaned, Repaired and Recored
TRACTORS AND TRUCKS OUR SPECIALTY
West Riverside Drive Phone LU 7-3309

HAPPY
CENTENNIAL
★
Sierra Sun-Republican
and Railroad
★
HENRY LOEHR
Standard Oil Distributor
TRUCKEE

REVELERS BEWARE! – Ready to receive and incarcerate any and all who may become too convivial at next Friday's and Saturday's celebration of completion of the railroad from east to west are staff members of the County Building at Gateway. They are, from left, Cy Armstrong, Lucille Stone, Lola Toccalini and Ray Craig. – Sun Photo

ANOTHER ERA – Downtown Truckee stores blossomed this week with replicas of the past as merchants arranged a treasury of window displays. This lovely trousseau dress was worn about 1906 by Ethel Marzen McBride and is a part of the display at Cabona's. The dress was loaned by Mr. and Mrs. Tony Pace. – Sun Photo

STROLLING DOWN MAIN STREET–"The Honorable Dave and Tina Pohlman of Truckee are shown as they start for formal ceremonies connected with the completion of the Central Pacific Railroad from East to West. The ceremonies will be conducted down by the tracks where the Pohlmans will be among local townspeople on hand to greet dignitaries from New York and Washington as the first transcontinental train pauses at Truckee on its historic journey to San Francisco." – Sun Photo

LUNCHEON FOR THREE – Results of busy fingers and fine stitching are seen as these three ladies, all from Truckee's upper echelon, gather for lunch in their finest creations. The ladies are dressed to celebrate the completion of the railroad from East to West and will be down to meet the first transcontinental Central Pacific train next Friday. They are, from left, Audine Purdy, Margaret Walker and Doris Wright. – Sun Photo

SETTING THE MOOD – These treasures from another and much earlier "day" are on display at Walker's Toggery in downtown Truckee. They are furnishings from the home of the late Judge C. E. Smith. Proprietors Mr. and Mrs. James Walker said they wished to publicly thank the Earl Smith family for loaning the antique pieces and a special thanks to Mrs. Earl Smith Jr., and Mrs. Edward Meiss for setting up the display. Also on display at Walkers is a wooden train made and loaned by Bob Del Carlo of Colfax and many antique railroad items. – Sun Photo

Nevada Indian Course Offered

Indians of the Great Basin, a three-credit course especially designed for school teachers, will be offered at the University of Nevada, Reno, this summer.

Designated Anthropology 360/660, the course will be offered during the first session daily at 1 p.m. for either graduate or undergraduate credit. Assignments will emphasize the preparation of teaching units based on library research.

The course will focus on Nevada Indian cultures of the prehistoric, early historic and modern periods. Anthropology 101 is a prerequisite, but this may be waived in some instances by the instructor, Mrs. Ruth Hougton.

Michael Ramsey Residing In Reno

Michael Ramsey, son of Lt. and Mrs. Jesse Ramsey of Incline Village, is now making his home in Reno with his wife, Mary and small son, Michael Jr.

Young Ramsey, a graduate of Wooster High School in Reno is a practicing mortician with Ross Burke & Knobel Mortuary in Reno. He recently was graduated at the top of his class from San Francisco College of Mortuary Science.

Lt. Ramsey is in charge of the Washoe County Sheriff's Substation at Incline Village.

Billy Joe's GARAGE AND MAINTENANCE SERVICE
★ *Auto Repairing*
★ *General Repairs*
★ *Appliance Repairs*
★ *Remodeling*
"The Handiest Man in the Mountains" Ph. 546-2085
P.O. Box 595, Tahoe City, Calif.

Roadside Park Construction Planned For Gold Run Area

SACRAMENTO – The State Division of Highways is locating two safety roadside rests in the actual site of the historic Gold Run mine 24 miles northeast of Auburn thus preserving one of the largest open-pit gold mines in Placer County.

Limited clearing and earthwork is now underway along both sides of Interstate 80 near Gold Run Overcrossing. Grading will be confined to areas which will be used for picnic tables, parking and restrooms.

The sheer cliffs of deep red soil, characteristic of the iron-rich rocks on the western slope of the Sierra, will be preserved intact. These still show scars of hydraulic monitors used by miners to force water under high pressure into the gold-laden bluffs.

There are large quantities of tailings from the old tertiary river bed, probably 40 to 50 million years old in the rest areas. These will be left largely untouched.

The acreage set aside for the roadside rests abounds in second and third growth pine trees most of which have grown since hydraulic mining was terminated.

Hansen Brothers Enterprises, Inc., of Grass Valley is contractor on the $302,789 project. Clint Hughes of Weimar is resident engineer for the state.

"Facts Worth Remembering.

"Five courses of brick will lay one foot in height on a chimney. Nine bricks in a course will make a flue eight inches wide and twenty inches long, and eight bricks in a course will make a flue eight inches wide and sixteeen inches long." From 1846 Pacific Rural Press

Train Holdup Thwarted

A damper threatened plans by Truckee Chapter of E Clampus Vitus to stage an old-fashioned train holdup when the Southern Pacific's specials arrive here Friday during the centennial celebration when it was announced in Sacramento by rail officials that no "monkey business would be permitted."

Alan Thompson of the Southern Pacific said in the capital that "any attempt to stop the train will be interpreted as a violation of federal laws, and those involved will be prosecuted."

Sheriff's deputies will be alerted to prevent any interruption of the scheduled run from Oakland to Truckee. Special agents will be assigned to the train.

A similar incident, according to Thompson, resulted in a young man being killed a year ago.

The train is slated to leave Sacramento at 12:01 p.m. Friday, arriving in Truckee at 4:35 p.m. for the unveiling of a plaque near the depot here.

HELP -- HELP
VACANCY
In Our Lounge
Experienced
or
Inexperienced
PERSONNEL TO OCCUPY OUR LOUNGE ON FRIDAY NITES
HAPPY HOUR
6 p.m. 'til 7 p.m.
DRINKS 50c ea.
BEER 20c Glass
Donner Lake Lodge
WEST END DONNER LAKE
Hwy. 40 587-3771
Truckee, Calif.

PONDEROSA NURSERY
Peat Moss - Soil Conditioners
Fertilizers - Lawn Foods

● Don't plant too early because of possible frost damage.
Located on Tahoe Blvd., Incline Village
831-0211 Open 8 a.m. to 5 p.m.

FAMILY STYLE
ITALIAN DINNERS
SINCE 1932
Open every day to serve you the dishes that make us tops in dining
BAR OPENS AT 4 P.M.
DINING ROOM SERVING FROM 5:30 P.M.
40 Entrees AND Sarah's Own Ravioli
BACCHI'S INN
Reservations: 583-3324
LAKE FOREST LAKE TAHOE

ANSWER THE CALL OF THE WILD!

4-Wheel-Drive—key to all outdoors! Any old road. Grades to 65%. Datsun's tough Work & Play Patrol delivers rugged performance with a six cylinder, 145 HP OHV engine. Room for six in a rugged all-steel hardtop or canvas top. Safe, reliable—with a waterproof ignition, transmission and oil pan skid plates. No-cost extras include—lockable spare, gas cap. Front and rear hooks. Take off in the Adventure Car!
Hard Top $3265
Soft Top $2915
DATSUN
NEVADA COUNTY IMPORTS
580 EAST MAIN ST., GRASS VALLEY 273-2251

Squaw Valley--Picturesque Sierra Splendor

By JOHN CORBETT

Squaw Valley is a unique and beautiful alpine valley at the eastern edge of a granite block that tilted up thousands of years ago forming the mountain chain called the Sierra Nevadas.

A series of glaciers carved first a u-shaped hollow dropping rocks at the entrance, forming three terminal moraines and a lake very much like Donner Lake today. In time, this filled with mud and rocks to form the valley's present meadow.

Deer, antelope and perhaps early bison found the valley's grasses and springs a lush summer pasture.

Later, early man following game trails discovered the valley an ideal place for summer camps. Here he left his squaws, his children and the old braves on the valley floor while he hunted in the higher elevations. This gave the valley its name "Valley of the Squaws."

Through the study of the stone chips left in the campsites, it is now possible to learn where early man – the Indian – wintered and the routes they followed on their yearly migrations.

In Squaw Valley, the author has found obsidian from Northern California and Nevada; jasper from just east of Verdi, Nev. and green and tan slate from the American River on the western slopes of the Sierra; opalite from middle Nevada and petrified wood from east of Carson City.

By studying the size and shape of the artifacts found, one can learn not only about the Indians migrations, but also about their culture and what animals were hunted.

Although there is no way to positively determine the date of stone implements found, the variations from very crude to meticulously beautifully made arrowheads, indicate a span of perhaps as long as 20,000 years. Dates of campfires from caves near Pyramid Lake have been established as 10,500 years old.

In caves around Lahonton Lake, arrowheads found are greatly refined while some arrowheads found in Squaw Valley are so crude as to indicate they may be much older or were used by a simpler and less civilized tribe at a later date.

The valley first came to the attention of the white man in 1849 when it was on the early emigrant trail known as "Scott's Route." This route led from what is now the Eagle Valley Ranch south of Carson City, around the north shore of Lake Tahoe, down the Truckee, through Squaw Valley and over the upper pass beside the present Emigrant ski lift, on to Fork House east of Auburn near Michigan Bluff.

It was in November 1857, that two young men from the Western Utah camps (Virginia City), Ethan Grosh and Richard Bucke, used this route in an attempt to take ore samples to the assayer in Grass Valley.

Caught on the valley floor in a rain and sleet storm, they cached most of their gear to try to snowshoe their way over the ridge. (I have an old bent rifle barrel found in the corner of Wayne Road and Lanny Lane which is believed to have been from this cache.)

Grosh froze to death on the way. Bucke lived, after being rescued by miners. Although he lost a leg and foot due to frostbite, he recovered, turned his back on the cache and went north to become one of Canada's leading doctors.

Although the two miners' cache had nothing to do with it, the valley in August 1863, became a booming gold mining camp which stretched from what is now the Phillips 66 station at the valley entrance along the south side of the meadow to the present sheep camp.

It was short lived, however, and before snow fell the diggings were found to be very poor. This sent some of the disgruntled miners five miles upstream to form Tahoe City on the shores of the then Lake Bigler (Lake Tahoe).

A year later, Squaw Valley became a working ranch and a little later parts of it provided lumber for Virginia City mines and the railroad being built across the continent. An old railroad siding can be found today along the north side of Squaw Creek west of Highway 89.

By 1872, Squaw Valley's original ranch house was built. From this time on, most of the ranching was in the hands of John P. Scott until 1932 when Wallace (Bud) Jones of Folsom, Calif., leased the property. He operated a milk farm until the state "got sanitary on me," according to Bud.

Bud then turned his love of the outdoors to operating a pack station and riding stable until his death. He died in the 1962 fire that burned his home, the original ranch house.

Squaw Valley's present destiny started in the winter of 1934 when Wayne Poulsen, then a high school student and now a long-time Pan American jet pilot, visited the valley. He and his friend, Marty Arrouge, both of whom worked summers at Hobart Mills and skied in the winter, came to the valley for a day of skiing.

Four years later Poulsen had raised the money for an option on the old ranch from its owners, the Alfred James Smith family.

Jack Starratt of Tahoe City, Wayne's brother, Russell Poulsen of Reno and John Addleman of the Bay Area formed the original company. During summer they raised cattle and winters were spent planning the valley's development as a ski area.

Wayne Poulsen and Arrouge continued their skiing interests, sometimes teaching skiing at Sun Valley. And it was there that Arrouge met Norma Shearer and Poulsen met Sandy Kunau. Wayne and Sandy were married in 1942 with Marty and Norma following their lead one week later.

Purchasing the present location of the Squaw Valley Lodge from the Southern Pacific Co. later that year, Marty and Norma shared in the investment. While they later sold out to Wayne and Sandy, their interest in the valley remains as they return annually to ski and hike the area.

After the war in 1946, Alexander and Justine Cushing became interested in the valley when Alex was laid up in the area with a broken leg. Dedicated ski enthusiasts, they had visited areas throughout the country but felt this was "it" because of its proximity to the Bay Area.

By 1949 the Cushings arranged financing and Squaw Valley Lodge and its first ski lift was built. Cushing took over the operation of the ski area while Poulsen managed the land development.

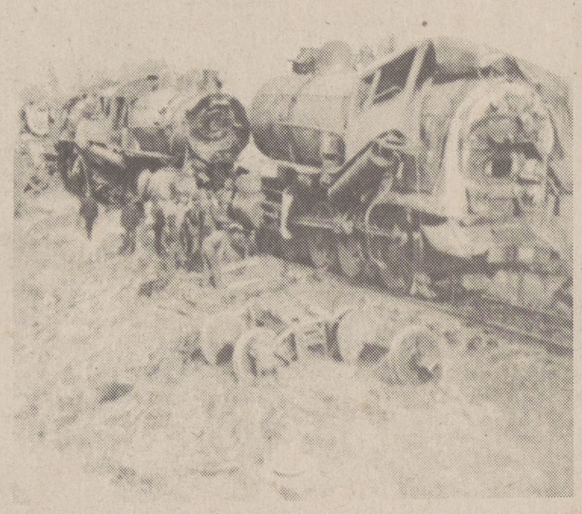
It was in 1956 that Cushing, assisted by French mountain climber-ski instructor Joe Merillac, managed to sell the International Olympic Committee on Squaw Valley as the site for the 1960 Winter Olympics.

Merillac at the time ran the Squaw Valley Ski School. This led to one of the most successful of all Winter Olympic games and started the rapid growth of this entire area as a skiing mecca.

Since that time, Squaw Valley has grown to be the largest individually owned ski area in the world with 26 lifts, a gondola and the world's largest 120-passenger tramway.

In spite of a "Topsy-like" growth, the valley is now progressing rapidly as a summer as well as winter recreation area. Besides the lodge, there is Squaw Valley Inn, Olympic Village and some 400 private homes. More than 2,500 persons can be housed for conventions.

Add to this, a theater, the Blyth Olympic Ice Arena with its summer skating school, 70 riding horses on the meadow, hiking and fishing, and you have a lush valley whis is as much a summer paradise as it is a winter wonderland.



IT WAS A MISUNDERSTANDING – Such was the consensus of opinion when two double-headers, second section of Westbound No. 5 and third section of Eastbound No. 6 crashed headon one-half mile above Laughton's noon Sept. 12, 1904. "It was the first day of school," says Dean Stanley Palmer who took these pictures. "The principal came in to say there was an awful wreck and I got on my bike and rode out there as fast as I could." A fireman and coal passer were killed and only 12 passengers injured in spite of No. 6 having a large party of Knights Templars returning from a convention. No. 5 was almost at a standstill because the engineer could see No. 6 approaching. But the engineer on No. 6, being on the far side of the cab and on the outside of the curve, could not see No. 5. No. 5, apparently misunderstanding the dispatcher, pulled off the siding at Laughton's after the second section of No. 6 had passed and without waiting for the third section. Eyewitness accounts in the Reno Evening Gazette of Sept. 12, 1904, said, "When they struck, No. 5 seemed to toss the first engine aside and weld its head into the second engine when all the engines seemed to close together and cars telescoped and be cast one this way and one that, and then stop dead still,"

Pictures from collection of Dean Stanley Palmer, Reno.

SQUAW VALLEY LODGE TODAY – A skier's favorite perennial paradise.

DONNER MEMORIAL WAGON TRAIN – This picture, taken July 4, 1963 shows Donner Memorial Wagon Train, which took three days to reach Squaw Valley from Reno, and arrived at Blyth Arena where a rodeo was held.

ORIGINAL RANCH HOUSE – Built in 1872, this ranch house lasted until 1962, when it burnt down. The owner of the house was Wallace "Bud" Jones, pictured here who was a colorful character in the valley's history. Jones died in the fire.

THE TRUCKEE AGGREGATE PLANT
Is Now Open Daily
8 a.m. - 4:30 p.m.
Monday Through Friday
FOR YOUR MATERIAL NEEDS
TEICHERT Aggregates
587-3811

CAESARS INN
Lake Tahoe's Newest and Finest MOTEL & RESTAURANT
50¢ COCKTAIL HOURS NOON - 2 P.M. 2-4 A.M. – 6-8 P.M.
— Rooms Available for Private Parties —
FREE SPAGHETTI FEED IN LOUNGE
MONDAY NIGHT - 8:30-11:00
Phone (702) 588-3544
LOCATED ON HIGHWAY 50
JUST NORTH OF KNIGSBURY, STATELINE, NEVADA
This Ad Worth 1 Drink Per Person With Dinner

LIMITED NUMBER of SIERRA SUN CENTENNIAL EDITIONS AVAILABLE
AT 25¢ PER COPY
For those who want extra copies, please call 587-3553 or mail coupon below and your extra editions will be reserved for you.
Mail To:
SIERRA SUN
P. O. Box 248,
Truckee, Calif.
Please reserve ..... copies for me at 25c each.
Name .....
Address .....
City .....

UNDER NEW MANAGEMENT
Now Open In Lake Forest!
(ACROSS FROM BACCHI'S)
BOB'S AUTO REPAIR
Complete Auto Repair
Specializing in — Automatic Transmission, Air Conditioning, Valve Grinding and Brake Drum Turning. Phone 583-5795

If you don't protect your roof, it won't protect you!
ROOF OILING has proven over the years to minimize leaks and shoveling.
OIL—To preserve shingles and eliminate cracks.
GRAPHITE—To help snow slip off.
COLOR—To enhance appearance.
THIS SUMMER HAVE YOUR ROOF OILED BY "The Roof Man"
OLYMPIC HAUS PAINTING
Box 744, Tahoe City Phone 583-5692
Les Edinburg, Licensed Contractor

Beautiful Ladies . . .
PERMANENT WAVE SPECIAL
• NAME BRANDS 50% OFF
Beauty Mint
Formerly LaDean Beauty Salon
129 N. VIRGINIA, RENO • 1 BLOCK FROM CLUBS
PHONE (702) 323-1457 MONDAY THRU SATURDAY

Remember Mother
Sunday, May 11th, 1969
WITH FLOWERS
Florafax DELIVERY, INC.
World Wide Floral Service
ARLENE'S FLORIST & KNIT SHOP
Gateway Shopping Center, Truckee 587-4049

WELCOME TO TRUCKEE
FOR THE Centennial Celebration
CURRAN DIST. CO.
WM. F. CURRAN, Distributor

Sierra Skiing

By VI and CARSON WHITE

Squaw Valley is the latest resort to close daily and just operate weekends now through July 6. Skiers are dwindling and apparently finding other sports more enticing during these spring days.

So, it looks like Alpine Meadows, Boreal Ridge, Sierra Ski Ranch, Mt. Rose and Mt. Shasta plan to open for next weekend at least, with Heavenly Valley and Mammoth Mountain the only ones planning to stay open every day.

As mentioned before, best to check with the resort you're planning to ski to see if they really are open.

* * *

More and more summer racing camps are cropping up and for those who really want to keep those ski legs under them can pick several.

The nearest one will be at Squaw Valley, June 16 for the first session and the second starting June 27.

Training will be held in Siberia Bowl at the 8,000 foot elevation where depths of 15 feet are still clinging to the slopes.

Contact Warren Gibson on Contact Warren Gibson or Stan Tomlinson, P. O. Box 2007, Olympic Valley, Calif. 95730.

Another camp will be coached by Rip McManus and Loris Werner at Cooke City, Mont., starting three 10-day sessions June 7. Write: John Hitchcock, Box 342, Williamstown, Mass., 07267.

Toni Sailer, Nancy Green and Art Furrer will head a junior camp at Whistler Mountain in Canada, June 7 to 17, June 18 to 28 and June 29 to July 9. Write: Garibaldi's Whistler Mountain Summer Ski Camp, Alta Lake 2, British Columbia, Canada.

Pepi Stiegler is heading a camp at Jackson Hole the weeks of June 6, June 17 and June 29. Write: Jackson Hole Ski Corp., Dept. 53, Teton Village, Wyo., 83025.

Then at Red Lodge, Montana, Pepi Gramshammer, Erich Sailer and Anderel Molterer will be starting four 10-day sessions June 5. Write: Red Lodge International Summer Racing Camp, Box 352, Red Lodge, Mont., 59068.

Roger Staub will be head coach at the Timberline Camp at Mount Hood for three 10-day sessions starting June 8. Contact: Bud Nash, Ski School Director Government Camp, Ore.

At Mt. Baker, Franz Gabl will start sessions June 12 and July 2. Write: Franz Gabl, P. O. Box 1104, Bellingham, Wash.

Bob Beattie and Gorden Eaton will head the three session camp starting June 8 at Mt. Bachelor, Bend, Ore. Write: Mr. Gordi Eaton, Director, Bob Beattie Racing Camp, 1801 York Street, Denver, Colo., 80206.

In June the United States Ski Team squad will be training at Mammoth. If you would like to contribute to the U.S. Ski Team Fund, write: Suite 300 Ross Building, 1726 Champa Street, Denver, Colo., 80202.

* * *

Far West Ski Association convention will be held this weekend at Phoenix, Ariz.

Starting May 18, the FJS—many vital subjects to make decisions on, such as amateurism in skiing. The group is meeting in Barcelona this year. A site for the 1976 Olympic Games will be considered also.

* * *

Jim Schutt, former business manager at Alpine Meadows, has taken a similar position with Squaw Valley to replace Bill Leutweiler who is moving east to Snowmass, Colo. Joyce Weeks is back at Squaw after her sojourn in Europe this winter.

* * *

We hope you can all attend the big Centennial doings starting Friday afternoon about 3:30 in front of the Southern Pacific Depot in Truckee, with a beard contest, followed by other fun events when the trains pull in.

Wear appropriate dress of the 1800's and join the celebrants.

Tahoe Truckee High School Releases Student Honor Roll

The honor roll for the third quarter of 1968-69 study at Tahoe Truckee High School was released last week.

To be named to the honor roll, students must have a grade point average of 3.14 or better and have four or more "S" citizenship grades.

Seniors listed on the current honor roll are Mickie Barker, Will Blankenship, Gail Burghardt, Kathy Critchley, Sandi Davis, Michelle Delisle, George Franceschini, Patty Free, Sue Hawkins, Jim Morris, Cathy McIntire, Vicki Nelson, Jan Price, Eric Poulsen and Gloria Purdy.

Members of the junior class who were cited for their scholastic achievement were Kristan Attardi, Nicole Ballenger, Larry Doyle, Lynn Dutweiler, Tom Elkins, Darlene Feathers, Laura Hoxsie, Shirleen Jay, William Jerrems, Cris Keehn, Lorna Leininger, Deborah Lomax, Leslie McBride, Joni McDonald, John Miron, Leslie Nelson, Pat Northrop, Gary Price, Tom Rodgers, Diane Rose, Virginia Strobel, Roxann Thelin, Virginia Wightman, Cathy Wilcox, and Chris Wiser.

Sophomores making the list were Rich Abbott, Yvonee Baker, Theresa Black, Bill Brehler, Walt Brett, Lynn Doyle, Donna Horman, Nola Houlgate, Debi Jellin, Nancy Johnston, Eddy Lloyd, Bill Mumford, Martha Pope, David Rennick, Dan Richlin, Joyce Smart, Sue Terry, David Thomasberg, Peggy Tilton, Lenell Topol, Rosemary Tye, Vicky Williams, Bonnie Weber, Patty Westbrook and Mark Wood.

Twenty-six Tahoe Truckee freshmen were also named to the third quarter honor roll. They are John Attardi, Randy Austin, Robert Barwin, Mike Bechdolt, Debbie Bell, Dave Briscoe, Shaun Bryan, Denise Clepper, Debbie Everson, Greg Jones, David Kann, Katie Koenig, Carl Kuttel, Sandy Leininger, Susan Lewis, Jeff Liddle, Julie Morris, Nancy Newell, Judy Price, Ida Reichlin, Sheri Sassarini, Pam Schwartz, Theresa Vanni, Sheryl Walling, Dianne Walters, and Pam Wightman.

THEIR PROJECTS ARE MANY – Karen Ziebel, Tahoe Forest Hospital Auxiliary fund raising chairman, and Pat Tonini, coffee shop chairman and co-chairman for the auxiliary's Sierra Spree Dinner Dance May 15, serve unidentified visitors at the combination coffee shop and gift boutique maintained by the auxiliary in hospital reception room. The two faithful hospital workers said the big fund raising dance will be held at North Shore Club. All proceeds go toward the purchase of the hospital's new Aquamatic Thermia K Blanket which is already credited with saving lives. In the auxiliary's coffee shop-boutique may be found dolls, toys, candy and personal items for handy gifts for patients. – Sun Photo

TASTING TESTERS – Betty Reeves, Martha Bernard and Lillian McRice make a "taste test" during buffet dinner meeting this month of the Fire Sirens, auxiliary to the North Lake Tahoe Fire Protection District of Incline and Crystal Bay. It's all in the interests of guests who will attend the auxiliary annual card party luncheon "Fiesta Time" on May 15 at Incline Fire House. Members and friends came forth with their best Mexican food dishes to serve at the meeting so it could be decided which delectable homemade menu items would be served at the luncheon. Various card games will be played after the luncheon which starts at 11:30 a.m. Chairmen for the event are Martha Bernard, publicity, Pat Walker, reservations and Babe McRice, decorations. The event is open to the public. – Sun Photo

Auxiliary Plans 'Spree' To Raise Hospital Funds

"Sierra Spree" dinner dance will be held May 15 at the North Shore Club under the sponsorship of Tahoe Forest Hospital Auxiliary.

This latest project by the auxiliary will start with a cocktail hour at 5 p.m., buffet dinner from 6:30 to 8:30, and dancing from 10 to 1 a.m.

Tickets may be purchased at the door or from any auxiliary member. Prizes will be awarded during the evening. Persons need not be present to win.

Proceeds from the dinner dance will go towards purchase of an aquamatic Thermia K blanket used in treating patients at the hospital. Additional donations towards the blanket will be gratefully received, according to auxiliary members.

Club To Hear Trout Program

A trophy trout program for Donner Lake will be outlined at Thursday's meeting of Truckee Outdoor Sportsmen at 7:30 p.m. in the Government Center.

Richard Beland of Inland Fisheries will discuss both trophy trout and trout planting in this area. The meeting is open to club members and interested residents.

Tinker Belles Meeting Set

Louise Tapia will host the Sierra Tinker Belles Garden Club May 13 in her home at Donner Lake at 1:30 p.m.

Plans for the August Flower Show and Bazaar will be discussed.

The group will also make a donation to the Tahoe Forest Hospital Auxiliary for the new Thermo blanket.

Interested persons are asked to phone Louise if planning to attend, 587-3966.

Personalized Service - Sporting Goods
Magazines - Paper Backs - Fishing License
TOURIST LIQUOR - Truckee

Rainbow Girls Ready Luncheon, Fashion Show

"Happiness Is" is the theme of an annual event for residents of the North Lake Tahoe-Truckee-Donner Lake area.

The event is the spring luncheon and fashion show planned by the Rainbow Girls of the local Hope Assembly No. 18. It will be held Sunday, May 18, at 1 p.m. at the North Shore Club in Crystal Bay.

Fashions from Cabonas and Besios in Truckee, Butlers of Tahoe City and Campus Clothes, Lanz and Joseph Magnin in Reno will be modeled by Rainbow Girls.

Scheduled to model are Patty Westbrook, Sandy Martin, Nola Houlgate, Betty Shively, Cathy Jerrems, Francie Baxter, Debbie Rich, Martha Pope, Dianne Rose, Maryann Atkinson, Sue Fish, Sandy Ferdinand, Sue Leon, Mickie Barker, Linda Burdick, Lorna Leininger and Holley Schooley.

Betty Shively, worthy advisor of the local chapter of Rainbow Girls, is planning the spring affair with the assistance of her mother, Mrs. Esther Shively and Mrs. Peggy Ferdinand, Mrs. Joan Ross, Mrs. Eva Lyn Pope, Mrs. Marigrey Fish, Mrs. Shirley Barker and Mrs. Vina Clepper.

All proceeds from the luncheon and fashion show will be used to assist Rainbow Girls with their annual activities, service projects and expenses in attending the Grand Assembly being held this June in Las Vegas.

Sunbeams

This week the Sierra Sun and Truckee Republican is observing its 100th birthday.

It has been our good fortune to have been the Sun's editor and publisher during nearly one-third of the time the newspaper has been in existence and to have seen the many changes and improvements which have occurred during those 32 years.

Events have not always moved swiftly, but the steady, healthy growth of the area has been a pleasure to watch.

We have ssen new schools constructed to meet the growing needs of the communities, a new hospital built and improved, an airport which fills a need for year-round operation, a golf course, and many other developments to attract people to the area.

Rough dirt roads and streets have been paved and are kept maintained for both winter and summer travel. A freeway through the town of Truckee has brought thousands of tourists and vacationers to our area. New homes, subdivisions and new businesses have increased the population and made living here enjoyable.

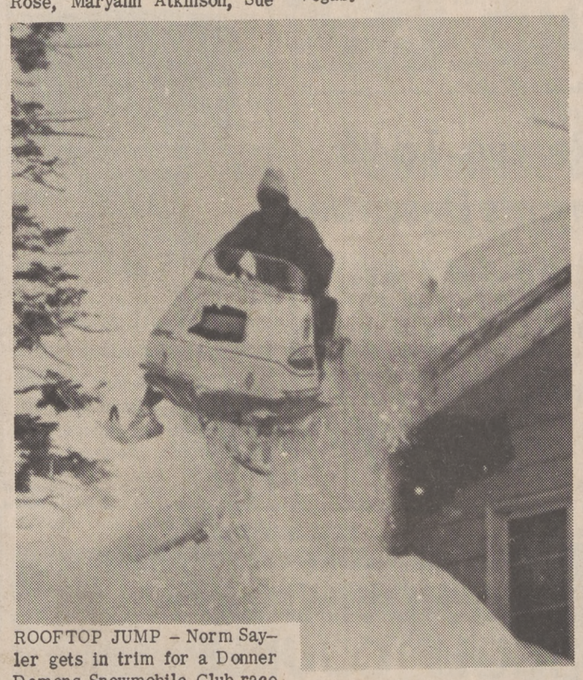
All these improvements have been accomplished during the past 30 years and the region may well take pride in the development which has occurred and look forward to the potential which the region offers.

We know of no community which has a greater future than has North Lake Tahoe and Truckee and we take great pride in having been a part of that potential.

We know that during the next few years this region will develop into the greatest recreational and residential area in the west if the same attitude continues to motivate the people who have brought it this far.

Quick Lunch

Unexpected guests for lunch? Devil some hard-cooked eggs and make a salad of them with salad greens and canned asparagus spears. Choose the green variety of spears to make the salad look especially attractive. Serve with Thousand Island Dressing.

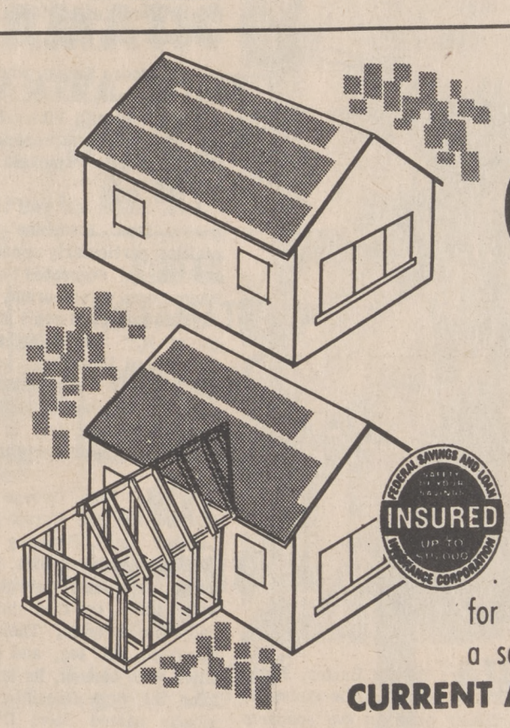


ROOFTOP JUMP – Norm Sayler gets in trim for a Donner Demons Snowmobile Club race and jump session by jumping off the snow laden roof of his house into a snow bank. Snowmobile trailriding which is a family sport is also a club activity and one which will last into summer, said Norm.

CAL GAS
DONNER PROPANE
Your Gas Specialist
• Propane
• Appliances
Sales and Service
PHONE 587-3578
P. O. Box 305
TRUCKEE, CALIF.

IF YOU ONLY SEE ONE SPORTS EVENT THIS YEAR, SEE...
Featuring the world's top 33 drivers.
The most varied field of machines.
The largest purse in racing.
THE BIG ONE

FRIDAY, MAY 30TH, MEMORIAL DAY
53RD ANNUAL
INDIANAPOLIS 500
PRESENTED BY MEL LARSON ENTERPRISES
AN MCA TV PRESENTATION
LIVE! ENTIRE RACE EXCLUSIVELY ON GIANT CLOSED-CIRCUIT SCREEN!
"Closed Circuit Network by TNT Communications, Inc."
HURRY! BUY YOUR TICKETS NOW!
SAHARA-TAHOE High Sierra Theatre
TICKETS: Casino Cashier

Be a Community Builder


We specialize in loans for the purchase and construction of homes in the Truckee-Tahoe area. When you save with us, your money . . . in addition to earning excellent returns for you . . . helps develop our community. Start a savings account with us, soon!
CURRENT ANNUAL RATE
5.00% PASSBOOK ACCOUNTS
5.25% BONUS RATE CERTIFICATES
• Savings insured to $15,000 by an agency of the federal government.
• Deposits received by the 10th of the month earn from the 1st.
• Interest compounded daily and paid quarterly.
• Postage paid both ways on savings received by mail.
The Central California
FEDERAL SAVINGS AND LOAN ASSOCIATION

TRUCKEE—Wednesday and Thursday
587-3621 Gateway Shopping Center

Stuart Foster, Manager
Shirley Daniels, Secretary
MOBILE OFFICE
P. O. BOX 877, TAHOE CITY

Lake Forest Restaurant Notes 40-Year Link With Area History

REMEMBER THE DAYS? – Yes, there was a time when a hearty meal could be purchased for 50 cents. But none quite like Josephine Bacchi served up at the original hand-build log cabin named first, Flori D'Italia. This picture was taken shortly after the Bacchi's first opened their restaurant in 1932.

PRESIDING IN THE KITCHEN – Sara Bacchi Hunter, right, stirs one of her mysterious Italian sauces while assistant, Marguerite English, serves a dinner plate in the spacious kitchen at Bacchi's Restaurant. – Sun Photo

By FLORENCE BURGE
Sun Staff Writer

Bacchi's Restaurant at Lake Forest, which today draws gourmets from all over the states to feast family style upon its Italian cuisine, has evolved within a single family over a period of nearly 40 years.

In its evolvement, the restaurant, its location and its "family" touch upon long forgotten and colorful history of North Lake Tahoe.

George and Josephine Bacchi first began coming to Lake Tahoe from Sacramento in 1923. This was at a time when the Bliss family's narrow guage Lake Tahoe Railway and Transportation Co. still shuttled passengers from the Southern Pacific Transcontinental railroad's Truckee station to Tahoe City.

Still standing at that time was the Bliss Co. general merchandise store and post office. Three years later the Bliss family sold the railroad to Southern Pacific after the latter had laid broad guage track up the canyon to bring the "Snow Ball Specials" up to "Tahoe's Year Around Playground."

In the meantime, George Bacchi and his brother-in-law, Frank Saia, had established a fruit and vegetable route to bring North Lake Tahoe hotels, restaurants and residents fresh produce from the lush farmlands of the Sacramento Valley.

Making every head of lettuce count, the enterprising pair rented space from Carl Bechtold Sr., for a small fruit stand – to sell surplus left over from their route. This was located next to the service station and near the old Tahoe Inn.

During these early years Josephine Bacci found her place in the business as she prepared homemade raviolis, chicken cacciatori and various other Italian delicacies. These she made on order for wealthy homeowners feting dinner guests at their palatial homes on Tahoe's north and west shores.

"My parents started this restaurant actually at the suggestion of Lora Knight," Sara Bacci Hunter says today.

Lora Moore Knight, who died in 1945, was the St. Louis heiress who built Vikingsholm, the Viking castle now preserved in California's Emerald Bay State Park.

Mrs. Knight, as well as her guests, found Josephine's specialties particularly appetizing and one day suggested that the Baccis open a restaurant.

"No reason you can't make a go of it," Mrs. Knight told George and Josephine.

In spite of a devastating depression, the Bacci's decided to give the idea a try. In 1932 they bought the property at Lake Forest.

By this time, George was working for Bob Watson at the Lumber mill. Bringing home odds and ends of logs, a few here, a few there, George seasoned them, cut them into appropriate lengths. Then, log mortised into log, and chinks filled with cement, he built by hand the first Bacchi's, originally named Fiori D'Italia Restaurant.

Out front, two gasoline pumps served passing motorists traveling the lakefront Highway 28, main road around the Lake. Within, a grocery store occupied half the building and Josephine cooked in a tiny kitchen to serve diners in the dining room occupying the other half the building.

"Surprisingly they made money, even through those depression years," Sara recalls.

"They served boarding house meals of one entree for 50 cents on weekdays. Sunday dinner was chicken and raviolis for $1.

The clientelle was composed primarily of construction workers. In 1939 when Henry J. Kaiser came in to build "Fleur du Lac" at Tahoe Pines, they often had Kaiser and his family in to dinner. They also housed and fed many of his construction workers."

During these years the Bacchi children, Frank, Joseph, Katherine and Sara all pitched in to help. Katherine, now Mrs. Maderios of Sacramento, was the only one to attend school in the area. School was held during the summer months only at Tahoe City at that time.

By 1949, Sara, who had become Mrs. William Hunter, and her husband took over the operation. This was the year Highway 28 was moved north and the street on which the restaurant is located became Lake Forest Road.

Being off the main road made little difference as residents and travelers alike continued to seek out the little restaurant which had become so well known for its Italian food.

Sara took over in the kitchen where her mother left off. The two Hunter children, Bill and Mary Ellen "helped out" during vacations and summer.

In 1953 the Hunters began to remodel the little log cabin, a section at a time. Six years later, they put in the big dining room and kitchen.

"That year we started staying open all year and we haven't closed since," said Sara, who still presides in the kitchen, assisted for the last 10 years by Marguerite English.

It's Sara, however, who still makes all the sauces, the raviolis, the minestrone soup. She also does much of the cooking for a greatly expanded menu.

The chicken and raviolas have evolved to include, besides the minestrone soup, such specialties as mostacciole; fettucine alla roman; linguine with butter; Sara's own Italian barbecue spareribs, chicken cacciatore, scaloppini alla marsala, veal piccante, veal parmigiani, veal sweetbreads, beef stroganoff and the traditional New York and filet steaks.

How did the menu expand over the years and where did the recipes come from?

"There are so many things to make from chicken and veal," said Sara.

"It just came about naturally. Then diners asked for fish so often we added that. Now we have 11 fish items on the menu."

Some of the recipes came down in the family but many have been devised by Sara. Then there is the minestrone soup for which Sara has no recipe.

"What's soup?" queries Sara. "All it really is is good beef stock.

"What do I add to the stock? I never know until I make it."

Proof that Sara has her own special touch is that Gourmet Magazine requested receipes for her Minestrone as well as for her version of sweetbreads. She refused.

"Once you give a recipe you're no longer the cook."

Today, Bacchi's original log cabin is visible only along one wall of the present cocktail bar and lounge, it's fieldstone fireplace still majestic in one corner.

The Knights and Kaisers are long since gone. Construction workers have been replaced by skiers, swimmers, boaters and Sunday drivers from far and near as well as residents of the area.

Dinners are still served family style, starting with big tureens of minestrone soup, and the atmosphere is friendly.

But best of all, the food is an epicurian's delight.

AS IT IS TODAY – Remodeled, enlarged, refurbished and drawing epecurian diners from all over the states, Bacchi's still stands in the same place it did 40 years ago. – Sun Photo

WHEELING TRAVEL BUREAU – Mr. and Mrs. George Hartwell show off their newest addition to Carson Tahoe Travel Inc. The addition is a mobil travel unit built by Western Roadrunner of Carson City. The rolling office contains world-wide information and brochures for all airlines, cruises and tours. The unit will be parked at the Rams Head parking lot every Wednesday from 1 to 4 p.m. – Sun Photo

Carson Tahoe Travel Visiting Incline Village

Carson Tahoe Travel Inc., which now has offices in Carson City and South Lake Tahoe, will be visiting Incline Village on Wednesday of each week with their new rolling office.

Complete with an assortment of travel guides and folders, the travel bureau on wheels, will be at Incline Village weekly at the Rams Head parking lot on Tahoe Boulevard.

The traveling unit was custom built in Carson City by Western Roadrunner especially for the Caron Tahoe Travel agency.

Although passenger conference regulations do not permit the traveling unit to carry ticket stock, the mobile office will enable Mr. and Mrs. George Hartwell to assist residents of the area in expediting ticket reservations and making other travel plans.

Attempts To Rescue 1846 Starving Emigrants Described

From statement by Mr. Reed of Donner Company written for Pacific Rural Press regarding attempts to rescue snow-bound starving emigrants of 1846. (Excerpt detailing return after unsuccessful attempt to reach stranded party.)

"As soon as we arrived (back) at Capt. Sutter's I made a statement of all the circumstances attending our attempt to get into the mountains. He was no way surprised at our defeat. I also gave the Captain the number of head of cattle the company had when I left them. He made an estimate and stated that if the emigrants would kill the cattle, and place the meat in the snow for preservation, there was no fear of starvation until relief could reach them. He further stated that there were no able bodied men in that vicinity, all having gone down the country with and after Fremont, to fight the Mexicans."

Tahoe City Couple Safe After Mishap On Lake

Mr. and Mrs. Robert W. Lahde of Tahoe City were rescued Monday after spending 42 minutes in the icy waters of Lake Tahoe when they fell out of their two-man sailing craft.

The pair was admitted to Tahoe Forest Hospital for observation and treatment for shock and exposure.

Terry Hichman and Phil Baker, fish and game department men, heard the Lahdes' cries for help and rescued the couple about 400 yards off shore from the U. S. Coast Guard station at Lake Forest.

It is reported Mrs. Lahde fell overboard first. Her husband went over when a gust of wind caught his sail and tipped the boat as he was trying to turn around.

Orange Flavor

When you are using prepared stuffing for a duck, add orange juice instead of the water called for and you'll have fine flavor. Adding a little grated orange rind won't hurt either!

Under New Management IN TAHOE CITY
JERRY'S ATLANTIC RICHFIELD
★ Auto Repair
★ Complete Brake Repair
★ Pickup & Delivery
DOUBLE Blue Chip Stamps
JERRY HUMPHREYS, MGR.
583-5461

Adamco's Mother's Day Gift Ideas
DANISH CERAMICS
From $5.00 to $55.00

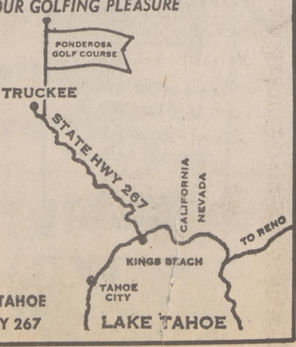
PAUL ADAMCO
IMPORT - EXPORT
386 North Shore Blvd.
Opposite Brockway
Golf Course
Phone 546-3418

CLOSE-OUT
On All DECORATIVE ACCESSORIES AND PICTURES
UP TO ⅓ OFF
Biszant interiors
IN THE LAKESIDE BUILDING
U.S. Highway 50 and Pioneer Trail
South Shore 544-4194

The Company Store
★ AFTER 5 LOUNGE WEAR
★ TENNIS WEAR
★ UNIQUE GIFT ITEMS
Located in the Tahoe Racquet Club
Incline Village Open 9-6 831-0360

Open For The Season
A GOOD SELECTION OF GIFTS FOR MOTHER ON HER DAY . . .
Sunday, May 11th
the riviera shops
KINGS BEACH • TAHOE CITY
Ladies & Mens
Sportswear

BEST WISHES ON YOUR CENTENNIAL CELEBRATION
PONDEROSA GOLF COURSE
MAGNIFICENT SETTING LOCATED . . .
North Lake Tahoe Area
ONLY 10 MIN. TO THE SHORES OF LAKE TAHOE
EVERYTHING FOR YOUR GOLFING PLEASURE
Public Golf Course
Proprietors
ALEX STEWART
REYNOLD C. JOHNSON
587-3501
LOCATED ON THE NORTH LAKE TAHOE TRUCKEE CUT-OFF – STATE HWY 267



STEAMING DOWN THE VALLEY – Virginia and Truckee Locomotive No. 27 is shown heading toward Reno through the Washoe Valley at Franktown. Photograph and accompanying letter, below, were given Gov. Paul Laxalt by Gordon A. Sampson, vice president and general manager of the V & T Railway at the time of its abandonment, May 31, 1950. The photograph and letter are now hung in the Governor's office at Carson City. Permission to copy and use these two mementos for the Sierra Sun's Railroad Centennial issue graciously granted by Gov. Paul Laxalt and Mr. Sampson.

North Lake Tahoe Chamber Pot-Shots

By BETTY LAYTON

A contingent of citizens representing North Lake Tahoe will stave off the thunder of the Indians from Nevada who are still making points with the Assembly in California on the Bi-State Water Compact.

At least on Wednesday, when they visit the Senate and Assembly, the representatives will let the legislators know that a few civic minded people are concerned about issues that affect the lake.

In fact, Assemblyman Chappie has introduced an importantant bill, which is now in committee, and which, if passed, would have profound impact on a few thousand home owners at the lake.

Another group is out to scuttle the bill the legislature already passed on the California Tahoe Regional Planning Agency. The CTRPA is the one desperate hope of lake home owners in preserving a semblance of continuity around the lake with one unified control. Such has not been evidenced with past performances of the five counties and two state agencies governing the lake's functions.

Those making the trip to Sacramento include Bill and Marshie Jenkins, Bill and Paula Nelson, Ben and Anne Damanchki, Carl Edstrand, Jim Carey, Diana and Gary Henry, Anne Cathcart, Wanda Wheeler, Eileen Wilen, Randy Fox, Rene and June Monbeigt, Gordon and Dorothy Swanson, Ron Mathewson, Dorothy Lindstrom, Mary Burlingham and Judy Thatcher. The group will probably return via the Sierra Sun's Open House in Truckee to get all the mileage out of their tour.

* * *

WELCOME TO NEW MEMBERS: Taneva Auto Parts, Sierra Mountain Properties, Tahoe City Gulf Service Station and Fulton Water Company.

Steals Electricity

Two Kings Beach men pleaded guilty Monday in Tahoe City Judicial Court to stealing electricity from a neighboring house.

William Arnold Roser, 21, and James Jeffery Sorce, 18, were each fined $150 with $100 suspended. Both were ordered to pay whatever electricity bill was charged to them.

Charges of possession of marijuana and narcotics paraphernalia were dropped by sheriff's officers. Officers said that material suspected of being marijuana and other items more properly belonged to a 17-year-old arrested at the same time.

A fourth person, Richard Hart, 20, whom Roser said originally rented the house to which an extension cord was running from the neighboring house electrical connection, also was named by deputies in the theft of the electricity. He has left the area and was not in court Monday.

GUITARS and other instruments are for sale at money saving prices in today's Classified Ads. Check now.

WARREN'S
RADIATOR SHOP
Complete Radiator Shop
8384 SPECKLED AVENUE
Kings Beach, Calif. Phone 546-2286

Pre-School Vision Test Scheduled

Truckee Parents Cooperative Nursery School will hold its annual pre-school vision screening program May 20 in the school administration building in Truckee from 12 noon to 1 p.m.

Parents of pre-school children are urged to bring them to the clinic for testing. Children between the ages of three and six should be tested, according to Mrs. Roberta Huber, R. N., who is in charge of the program.

Children will be checked for amblyopia (better known as lazy eye). If this condition is not detected before the age of six, it is usually too late to obtain successful treatment.

Children from the nursery school traveled to Sacramento last week for a tour of William Land Park Zoo. Those making the trip, in addition to five mothers and director – teacher Beth Anderson, were Rocky Miles, Alroy Waters, Christie Huber, Lee Eric Mitchell, Shawna Anderson, Tony Martello, Troy Guzman, Tony Saldivia, Mary Lee Velasquez, Scott Wissenback, Cookie Wissenback and Russell Haswell.

A field trip is scheduled for this week. Nursery school stuport for a tour of the facility.

Passes Are Still Closed

SACRAMENTO – That sure sign that summer has come to the Sierra Nevada – the opening to traffic of six passes on State highways that have been snow-blocked since last autumn – is going to be late this year.

The passes are Tiogs, Sonora, Monitor, Ebbets, Carson and Lassen Loop.

The most famous of all is Tioga Pass. Located on Route 120 it serves as a 9,945-foot tall back door to Yosemite National Park. In 1968 it opened on May 7.

This year the California Divison of Highways and Yosemite National Park officials will attempt to open it by May 30 (Memorial Day).

Historically, Sonora Pass is traversible a week after Tioga is clear. Located on Route 108 it connects Tuolumne and Mono counties.

A mid-June opening is predicted for Route 4's Ebbetts Pass in Calaveras and Alpine Counties. Its elevation is 8,730 feet. Last year it was cleared for traffic on April 29 but then closed two days because of a May snow storm.

Route 88's Carson Pass is at an elevation of 8,583 feet in Alpine County. It, too, is expected to remain closed until mid-June. In 1968, Carson opened on May 3.

Lassen Loop, is on Route 89 in Shasta County. It is 8,512 feet high and leads to the only nation's active volcano which is located in Mount Lassen National Park. It is anticipated that it will open on June 15, two weeks later than last year.

Monitor Pass, located at the 8,314-foot level on Route 89 connects Mono and Alpine counties. Last year it opened on April 19. This year the likely time is mid-June.

Opening the six passes is the final project of the snow removal crews of the California Division of Highways who have worked throughout the winter in keeping all other northern mountain routes traversible.

"Facts Worth Remembering

"A box twenty-eight inches by sixteen inches square, and twenty-eight inches deep, will contain a barrel."

From 1846 Pacific Rural Press

Pair Fined

Pleading guilty to a charge of unlawful entry to a Kings Beach cabin, Kenneth Allan Johnson, 18, of Incline Village, was fined $100 Monday in Tahoe City Judicial District Court.

Johnson was arrested with a 15-year-old girl and two other boys, 16 and 17 years old, all from Incline Village, in the cabin of Frank McGinnis of Hillsborough, Calif.

Employes Join Group

In a vote held in Auburn, city employes decided to join the Placer County Employes Association in order to have stronger representation in negotiations for wages and working conditions.

Donald Davis, employe relations counselor for the county group, said a letter has been sent Mayor William Ayres indicating the city workers are desirous of comments on the merger.

A major issue facing the council is a request by the employes for a retirement plan. One city worker indicated joining the county group will give more strength in negotiations.

Come In . . .
Meet Our New Chef
CHAN WONG
— SERVING —
Cantonese & American
Featuring your favorite cocktails, and domestic & importd wines, from our bar
Open 7 Days a Week. Bar Open from 6 a.m. to 2 a.m. Restaurant Serving from 4 p.m. to Midnight
Harris'
TRADE WINDS
Phone 546-2234 Kings Beach

Mother's Day Specials
Sunday, May 11
FRIDAY - SATURDAY - SUNDAY — MAY 9-10-11

HYBRIDS
OF ALL TYPES
SPECIAL ON
ROSES
REG. $2.98 ..... $1.98

MUST MOVE 600
BARE ROOT POTTED
TULIPS
25% Off

Marigolds - Begonias
Azaleas - Dahlias
ALL BLOOM PLANTS
Bedding Plants Too!
10% Off

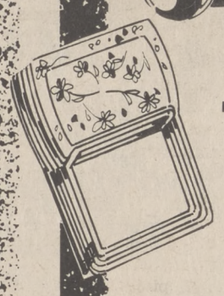
2 Cu. Ft. Soil Conditioner
STEER MANURE
Reg. $1.25—SPECIAL..... 99¢

ALL TYPES
RED BARK..... $1.99

All Types — Seeds - Bulbs
Lawn & Garden Needs

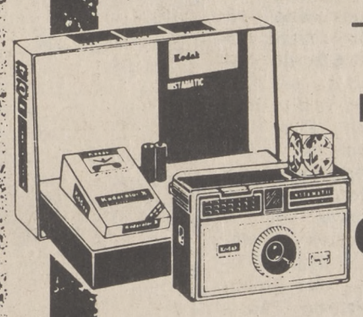
KINGS BEACH NURSERY
CORNER OF COON AND NORTH LAKE BLVD.
546-4084 — KINGS BEACH

SAFEWAY
Value Center
Located In Your Local Safeway Store
Hwy. 50 at Johnson Blvd., So. Lake Tahoe



SPECIAL
Floral TV TRAYS
JUMBO SIZE
Compare at $1.98
$1.29

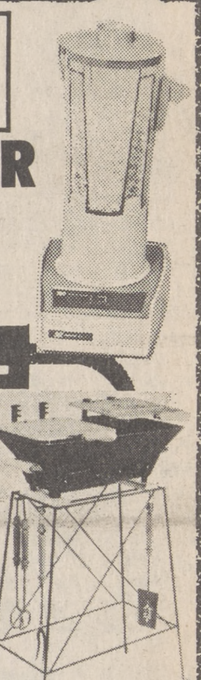
INSTAMATIC MOVIE CAMERA OUTFIT
M-12R, contains batteries, film & wrist strap.
$34.50 value
$25.88



KODAK INSTAMATIC COLOR CAMERA KIT
A-124R kodak with flashcubes, batteries & kodacolor film.
$19.95 value
$13.88

SPECIAL
INSTAMATIC FILM
CX126-12
$1.09

24" Big Boy
BAR-B-Q
WITH SPIT AND ROTISSERIE MOTOR
Compare at $18.88
$13.88



SPECIAL
PROCTOR BLENDER
83004, 2 speed
$16.95 value
$12.88

SPECIAL
HIBACHI
10" x 20" twin aluminum grill
stand not incld.
$11.95 value
8.99

SPECIAL
HIBACHI
10" square single aluminum grill
stand not incld.
$6.95 value
4.88

INSTAMATIC FILM KX126-20
$1.79

8MM ROLL
K459
$2.29

MATCHING
ROUND PATIO or CASUAL TABLE
Compare at $1.59
$1.29

SAFEWAY
PRICES EFFECTIVE:
Today thru Saturday, May 10th at your nearby local Safeway Value Center only!
SAVE—SHOP TODAY!
COPYRIGHT © 1965 1967, SAFEWAY STORES, INCORPORATED

PONDEROSA OPENS – Among the first visitors to the Ponderosa Ranch at Incline Village Saturday were Mr. and Mrs. Jack Besen and family of South Lake Tahoe. The Besens were given a tour of the famous ranch by Mrs. Bill Anderson, left, whose husband is president of the Ponderosa. The ranch, which opened for the summer season Saturday, features the Cartwright ranch house, Silver Dollar Saloon, office of the Territorial Enterprise, and a museum containing such antique vehicles as this 1924 Flint.
—Sun Photo

Donner Odd Fellows Chapter To Celebrate Centennial

In recognition of the 150th anniversary of the founding of Odd Fellowship on the North American Continent, numerous cities and towns throughout the United States proclaimed April 20 to 26 as Independent Order of Odd Fellows Week.

Thomas Wildey, the founder of American Odd Fellowship, had joined an organization of Odd Fellows in London, England, about 1804. He emigrated to this country in 1817 and after locating four other Odd Fellows from English lodges, he established the first American lodge on April 26, 1819, in Baltimore, Md.

While Odd Fellowship in England was largely a social order, the founders in the United States recognized the need for an organization that would more actively serve man's needs. The five pledges of the Independent Order of Odd Fellows—to visit the sick, relieve the distressed, bury the dead, educate the orphan and protect the widow – reflect the founder's high purpose.

Following its establishment in this country early in the last century, Odd Fellowship began to take root and spread to every state in the Union, throughout Canada, and to 17 other countries around the globe.

Odd Fellowship was officially established in California in 1849 with the founding of California Lodge No. 1 in San Francisco. Other lodges were shortly established in Sacramento, Marysville, Stockton and Auburn which brought about the establishment of the Grand Lodge of California in 1853.

Membership increased at a rapid rate until more than two million men were affiliated with the order throughout North America.

The Grand Lodge of California undertook many worthwhile programs including the establishment of a home for the aged at Saratoga, a children's home in Gilroy, a youth camp in Tuolumne County, sponsorship of the California Eye Bank and Visual Research Foundation, UN Pilgrimage for youth activities including Junior Odd Fellow lodges, Theta Rho girls clubs, boy scouts and numerous other youth activities.

Following World War II the Odd Fellows and Rebekahs of California wanted to provide a living memorial for the service men who gave their life for their country, and approximately a quarter of a million dollars was given to the state of California to provide an occupational therapy center at the Veteran's Home at Yountville – one of the largest single contributions by any organization directly to the state of California.

Assisting the Odd Fellows with their numerous programs are the Rebekahs, which were founded as a ladies auxiliary in 1851 by Schuyler Colfax, vice president of the United States in Ulysses S. Grant's administration. Other organizations affiliated with the Odd Fellows are encampments, ladies encampment auxiliaries, patriarchs' militant Cantons and Auxiliaries and the youth branches.

International leader of Odd Fellowship is Chester J. Hunnicutt of Powell, Wyo.; and Donald R. Smith of Linden, Calif. is slated to advance to the top position in October of this year at the Sovereign Grand Lodge session to be held in Baltimore, Md. Gerald H. Clark of Beaumont, Calif. is grand master of the Grand Lodge of California, and he will conclude his term at the annual Grand Lodge convention in Bakersfield, Calif. May 18–23 of this year.

On July 30, 1869 Odd Fellowship came to Truckee with the institution of Donner Lodge No. 162 with a charter membership of 14. The Odd Fellows Hall was erected in 1871 and is still used for meetings. The interior has been changed from its early day looks through the efforts of the Odd Fellows and Rebekahs. After being idle for many years, Donner Lodge was reactivated on Dec. 14, 1958 with 29 members. The lodge meets on the second and fourth Mondays of each month, at 8 p.m.

Naomi Rebekah Lodge No. 2 of Truckee was instituted on Nov. 17, 1870 and will celebrate their centennial next year. This group meets on the second and fourth Thursdays of each month, at 8 p.m.

Both charters were destroyed by fire on Oct. 28, 1882 and replacements were issued in lieu of the loss.

Donner Lodge No. 162 will hold a centennial celebration Aug. 3 of this year. The guest speaker for the day will be Donald R. Smith, Deputy Sovereign Grand Master of the Sovereign Grand Lodge.

EXPANDED SERVICE – Fontana's Laundry at River Street in Truckee is expanding its service to include all of the North Shore from Meeks Bay to Incline Village. Earl Bangston, a resident of Truckee and veteran laundryman, also owns another plant in Quincy, Calif. Employes of Fontana's pictured with Bangston are Georgine Forrest, Jean Robison, Ethel Curtis, Gertrude Rablin, Petra Luna, Isabell Rameraz and Modesto Jiminez.
– Sun Photo

Highland Fling

By CATHY FIELDS

Incline High School's first annual Alexander McFerguson Day turned out to be a complete success. With the exception of cancellations of the swimming contests and ice cream making contests, all other activities were out as planned.

Seniors Ruth Cordes, Doug Newton, Wim Smith and Rodney Tucker won first places for their class in the following events; Ruth, hoola – hoop; Doug, log pitching; Wim, thickest beard and boy's foot race, and Rodney, longest beard.

The ninth and tenth graders tied for second place. They won this honor for their classes by winning the montage contest, Kathy Hollerback, sophomore; girl's foot race, Robin Eppenstiner, sophomore; football throw; Charlie Uhrig, sophomore; bubblegum blowing contest, Dale O'Brien, freshman; and log rolling contest, Jon Jensen, freshman.

The Junior class lucked out over the seventh and eighth graders and ran off with third place, when Steve Marean won the contest for having the softest beard. Congratulations, Steve, the junior class is proud of you.

Since Alexander McFerguson Day was such a big success, it is very likely Incline will hold another day like it next fall sometime. Next year, the beach activities will be followed by a dance.

If the seniors wish to sell the remaining soft drinks, they'll have earned a total of approximately $25 to add to their treasury.

Those students who remained after the buses left had the delight of sampling home made ice-cream, hand turned by Hilda DeCampos.

* * *

Jackson Stephans, English teacher, suggested that Incline High organize a literary annual, composed of poetry, essays, mood pieces and short stories.

This annual will possibly be available for sale in two weeks. The price will be 50 cents. All classes have participated in the construction of this annual, so the final production will reflect the energies of the entire student body.

* * *

Nominations for the Junior Statesman of America officers will be held today. Elections will be Thursday, May 15.

* * *

Veterans of Foreign Wars Loyalty Day Essay Contest: May 1. An assembly was held in the gym for all sixth, seventh, and eighth graders. The pupils wrote essays on "Our God, Flag, and Country."

Sixth grade winners were, Linda Rogers, first place; Jean Cangemi, second place; and Jennie Jenson, third place. Winners for the seventh grade were, first place, Cindy Faber; second place, David La France; and third place, Lonny Parsons.

Eighth grade awards were handed over to Molly Mollhagen, first place; Lee Rogers, second place; and Carla Humpal, third place.

Presentations of the awards were made by Dick Killian, District No. 3 Commander, Veterans of Foreign Wars, with Mrs. Kay Wing, patriotic instructor, and Mrs. Stella Farrell.

* * *

Every summer, the National Science Foundation sponsors a program for high ability high school students. The program dovers areas in chemistry, biology, marine biology, physics and electronics.

These programs are offered at universities and research institutes throughout the United States. There are only 35 or 40 students that can attend any one of these summer institutes. There may be as many as 700 students to apply to one institute alone.

Lorraine Anderson, junior at Incline High, was selected to attend the National Science Foundation Institution at the University of Hawaii. This course will be in effect for five weeks during the coming summer.

Lorraine was able to participate in this course because of her previous high grades, grade interest and desire to learn more about the study of science.

The National Science Foundation will pay approximately $400 for Lorraine's participation. While at the University of Hawaii, Lorraine will take a course of instruction and probably individual research.

Club Dinner 'Successful'

Friday's "Springo Bingo" and spaghetti dinner was a "great success," according to members of Tahoe-Sierra Junior Women's Club.

More than 50 persons attended the dinner, prepared and served by club members.

Proceeds will go towards purchasing equipment for the community park in this area.

Club members wish to thank residents from Tahoe City, Kings Beach and Incline Village who supported the project and the following businessmen who donated prizes:

Tahoe City Safeway, Village Store, Porters, Butlers, Waddell's Frosty, Crown Beauty, Kings Beach Safeway, Bank of California, Bill's Steak House, Crystal Bay Club, Incline Fashions, Kings Beach Liquor, Crocker-Citizens Bank;

Kings Beach Gulf Station, Eagle Thrifty, Kings Beach Richfield, Holiday House, Western Auto, Bavarian Beauty Salon, Chateaux Country Club.

Woody's Chevron Incline, Ram's Head, Joseph's Beauty Salon, Angelo's Phillips 66, and Donnings Tahoe Drug.

Club members report these businesses have aided with this and other projects and wish to extend a special "thank you."

Committee Appointment

Mrs. William R. (Dorothy) Fordham has been named to the newly organized History and Landmark Committee. The appointment was made by William Curran, fifth district Supervisor.

Mrs. Fordham, who retires this season as vice president of the Truckee-Donner Historical Society and president of the local women's club, is also on the advisory committee for the Donner Memorial State Park.

The new committee members is one of the founders of the local historical society. She is also co-author with Bert Troelson of "The Ponderosa Area." The booklet is a brief history of the Truckee, Donner and North Lake Tahoe area.

Vote Re-Elects Incumbents

Three incumbent members of the Placer County Board of Education from Tahoe-Truckee Unified School District were re-elected to the board in an April election. They were all unopposed.

Retaining their seats on the county board were C. Robert Maughan, area No. 1 representative, 253 votes; E.R. (Bud) Meixner, area No. 4, 245 votes; and William (Bill) Conners, area No. 5, 258 votes.

Nevada Road Projects

Nevada State Highway Department has issued a bulletin outlining road construction work throughout the state for May and June.

Four highways near the Lake Tahoe area now being improved by the department include U. S. 395, U. S. 50, and State Routes 27 and 28.

A half-mile strip of U. S. 395 near Cradlebaugh Bridge approximately six miles north of Minden at the Carson River is undergoing structure work and excavation. The road is open to traffic.

The department also reports excavation and grading on Tahoe Boulevard connections with State Route 28 and the State Route 27 junction.

A total of 26 projects are now under way on Nevada interstate, primary and secondary highways at a total cost of $32,876,178.

Station Plans Open House

Tahoe City Fire Department station will welcome visitors Saturday, May 10, in recognition of Fire Service Recognition Day.

The special day was proclaimed by Ralph Bly, chairman of the Board of Fire Commissioners of the Tahoe City Fire Protection District.

In making the proclamation, Bly noted district services, in addition to the suppression of fires, include dwelling inspections, pre-fire planning, inspections of commercial and industrial facilities and school. He noted also that "today's fireman is a technically trained and highly skilled professional public servant.

Centennial Historic Notes

"It was six miles east of the Truckee Pass of the Cal. Mts. that (James Frazier) Reed's Party in November encountered snow ten feet deep and half of the party perished. Emigrants who reach this pass by the first of October are safe. Those who come later and encounter snow should at once retreat to Grass Valley or the mouth of the Truckee River and winter there or the southward on the streams of the eastern base of the California Mountains is the most rugged and difficult portion of the whole journey."

Handwritten on map of Emigrant Road, California, Part 4, T.H. Jefferson 1846.

"Facts Worth Remembering.

"A cord of stones, three bushels of lime and a cubic yard of sand will lay 100 cubic feet of wall.

From 1846 Pacific Rural Press

LEGAL NOTICE

NOTICE OF LAND EXCHANGE

Notice is hereby given that California Alumni Association of Berkeley, California, has made application under the Act of March 20, 1922, as amended, and the Act of February 20, 1925, to exchange the following described land:

Mount Diablo Meridian, California, T. 18 N., R. 17 E., Section 20, E 1/2NE 1/4NE 1/4SE 1/4,
W 1/2SW 1/4NE 1/4SE 1/4,
SE 1/4SW 1/4NE 1/4 SE 1/4,
SW 1/4SE 1/4NE 1/4SE 1/4,
E 1/2SE 1/4NE 1/4SE 1/4,
W 1/2NE 1/4NW 1/4SE 1/4,
SE 1/4NE 1/4NW 1/4SE 1/4,
W 1/2NW 1/4SE 1/4,
SE 1/4NW 1/4SE 1/4,
SW 1/4SE 1/4,
SE 1/4SE 1/4,
in the Tahoe National Forest,

LEGAL NOTICE

Nevada County, California, for the following described National Forest land:

Mount Diablo Meridian, California,
T. 15 N., R. 16 E.,
Section 12, E 1/2W1/2SE1/4 SW1/4SE 1/4,
E 1/2SE 1/4SW 1/4SE 1/4,
SE 1/4SE 1/4,
in the Tahoe National Forest, Placer County, California.

Persons claiming such properties or having valid objections to this proposed exchange must file their claims or objections with the Regional Forester, U.S. Forest Service, 630 Sansome Street, San Francisco, California 94111, within 30 days after date of first publication of this notice.

WILLIAM V. JONES
Acting Chief, Division of Lands
April 30, 1969
May 7, 14, 21, 1969 s/s

CERTIFICATE OF ABANDONMENT OF FICTITIOUS NAME

STATE OF CALIFORNIA)
SS
COUNTY OF PLACER)

We, the undersigned, do hereby certify that we are abandoning the use of the fictitious name TRUCKEE RENTS and that we are no longer transacting business under that name at Truckee, Nevada County, California.

Jack deRyk, P. O. Box 626, Truckee, California.

Carlisle J. Hickey, P. O. Box 356, Truckee, California.

JACK deRYK
CARLISLE J. HICKEY

STATE OF CALIFORNIA)
)SS
COUNTY OF PLACER)

On this 14th day of April, 1969, before me, ROSETTA A. DAVIS, Notary Public in and for said County and State, personally appeared Jack deRyk and Carlisle J. Hickey, known to me to be the persons whose names are subscribed to the within instrument and acknowledged that they executed the same.

ROSETTA A. DAVIS
Notary Public
in and for Said County & State
My commission expires
11/5/71

April 30, 1969
May 7, 14, 21, 1969

CERTIFICATE OF ABANDONMENT OF FICTITIOUS NAME

STATE OF CALIFORNIA)
ss.
COUNTY OF PLACER)

We, the undersigned, do hereby certify that we are abondoning the use of the fictitious name TRUCKEE ABMULANCE SERVICE and that we are no longer transacting business under that name at Truckee, Nevada County, California.

JACK deRYK, P. O. Box 626, Truckee, California.

CARLISLE J. HICKEY, P. O. Box 356, Truckee, California.

JACK deRYK
CARLISLE J. HICKEY

STATE OF CALIFORNIA)
ss.
COUNTY OF PLACER)

On this 14th day of April, 1969, before me, ROSETTA A. DAVIS, Notary Public in and for said County and State, personally appeared Jack deRyk and Carlisle J. Hickey, known to me to be the persons whose names are subscribed to the within instrument and acknowledged that they executed the same.

ROSETTA A. DAVIS
Notary Public
in and for Said County & State
My commission expires:
11/5/71

April 30, 1969
May 7, 14, 21, 1969

CERTIFICATE OF FICTITIOUS NAME

We, the undersigned, do hereby certify that we are transacting business in the County of Nevada, State of California, under the name and style of TRUCKEE HARDWARE & RENTALS located in Truckee, Nevada County, California, and further certify that the true means and addresses of the persons doing business under such name are as follows:

JACK deRYK, P. O. Box 626, Truckee, California.

CARLISLE J. HICKEY, P. O. Box 356, Truckee, California.

JACK deRYK
CARLISLE J. HICKEY

STATE OF CALIFORNIA)
)
COUNTY OF PLACER)

On this 14th day of April, 1969, before me, ROSETTA A. DAVIS, Notary Public, in and for said County and State, personally appeared Jack deRyk and Carlisle J. Hickey, known to me to be the persons whose names are subscribed to the within instrument and acknowledged that they executed the same.

ROSETTA A. DAVIS
Notary Public
in and for Said County & State
My commission expires:
11/5/71

April 30, 1969
May 7, 14, 21, 1969

LEGAL NOTICE

NOTICE OF TRUSTEE'S SALE
Order No. 41831

NOTICE IS HEREBY GIVEN, that on Monday, June 2, 1969, at the hour of 11:00 o'clock A.M., on the front steps of the County Court House Building, at Nevada City, California, INTER – COUNTY TITLE CO., as trustee, will sell at public auction, to the highest bidder for cash in lawful money of the United States, all payable at the time of sale, real property situate in the County of Nevada, State of California, and described as follows:

The Southwest quarter of the Southwest quarter of Secion 9, Township 17 North, Range 16 East, Mount Diablo Base and Meridian.

EXCEPTING THEREFROM the following:

(a) That portion thereof as shown on the official "Plat of Donner Trails Unit No. 2," filed on April 1, 1963, in the office of the County Recorder of Nevada County, State of California, in Book 2 of Maps, Map No. 11.

(b) That portion thereof described in the deed dated October 12, 1967, recorded May 27, 1968, in Book 447 of Official Records, at page 488, Nevada County Records, executed by Leisure Lease Corporation, to RICHARD V. WILSON and CELIA R. WILSON, his wife.

The sale will be made without covenant or warranty regarding title, possession, or encumbrances to satisfy the obligation secured by and pursuant to the power of sale conferred in that certain deed of trust executed by LEISURE LEASE CORPORATION, a California Corporation, as trustors (s), to CONTINENTAL AUXILIARY COMPANY, a Calif. Corp, as trustee, for the benefit and security of JOSEPH W. RUPLEY, the named beneficiary, dated October 1, 1965, and recorded Dec. 17, 1965, in book 392, page 475, Official Records of said County.

The undersigned trustee was appointed and substituted as Trustee under the mentioned deed of trust by an instrument dated January 24, 1968, recorded January 28, 1969, in book 466, page 329, Official Records of the mentioned county, and executed by JANET M. RUPLEY, Executrix of the Estate of JOSEPH W. RUPLEY, deceased, pursuant to the provisions of the deed of trust.

Notice of default and election to sell the described real property under the mentioned deed of trust was recorded on 1/28/69, in book 466, page 330, Official Records of said County.

DATED: May 2, 1969.

INTER-COUNTY TITLE CO.,
Trustee
BY: EARL C. ERICKSON,
Vice President
May 7, 14, 21, 1969 s/s

NOTICE INVITING BIDS
CONSTRUCTION WORK AT THE TRUCKEE RIVER REGIONAL PARK.

Sealed proposals will be received by the Truckee – Donner Recreation and Park District at the Nevada County Government Building Truckee, Calif., on or before 8:00 p.m. May 28, 1969, at which time they will be publicly opened and read aloud for the following described work.

The work shall consist of furnishing all labor and materials, equipment, transportation and services for:

Proposal A – Revision and expansion of existing irrigation system as shown on Plans and Specifications, including automatic sprinkler control, time clock and related work.

Proposal B – All site utilities to within five feet (5') of building foundations, including sanitary sewer, electric and water systems as required to service restroom building #1, and the maintenance building; construction of main irrigation pipe line from Truckee River connected to existing irrigation line, and related electrical work.

Proposals must be submitted on bid forms furnished by the owner and delivered sealed in an envelope, plainly marked with the project name, and the name and address of the bidder on the outside.

Plans, specifications (including minimum wages and other contract conditions), and contract documents are available for inspection at the Truckee – Donner Recreation and Park District, Gateway Shopping Center, Truckee, California, and also from Kenneth R. Anderson Company, Inc., landscape architects, 206 E Grant Street, Roseville, California. These may be had from said offices upon the payment of $25,-00 (refundable).

Federal Funds are being used to assist in the construction of this project.

Date May 1, 1969
DR. H. P. TAPIA
Clerk of the Board of Directors of the Truckee-Donner Recreation and Park District
May 7, 1969 s/s

NEED GRASS?
INSTANT LAWNS
Commercial — Residential
School Districts, etc.
Wholesale, Retail-9¢ sq. ft.
Unruh's Turf (702) 782-3146

Clay McCullough & Company
GENERAL CONTRACTOR
"Starting Our 22nd Year in Construction"
Specializing In
STORM & SNOW DAMAGE
FIRE DAMAGE
24 HR. EMERGENCY SERVICE
ALL INSURANCE REPAIRS
Our firm, which has headquarters in Santa Clara County, is opening a permanent office in Tahoe City at the 'Y' in the Annin Real Estate Building.
We are accepting inquiries now, and actual construction work is slated to start May 1, 1969.
LICENSED & BONDED PHONE: 583-5561
P. O. Box 151, Tahoe City, Ca. 95730

BEST WISHES
ON YOUR
CENTENNIAL RAILROAD
—AND—
SIERRA
SUN-REPUBLICAN
PASTIME
CLUB
587-9916

BROCKWAY
THEATRE
KINGS BEACH, CALIF.
Phone 546-3562
TWO SHOWINGS NIGHTLY
First Show 7 P.M.
THURS.-FRI.
May 8-9
LEVY-GARDNER-LAVEN presents
"SAM WHISKEY"
COLOR by DeLuxe Burt Reynolds
United Artists Clint Walker
SAT.-SUN.
May 10-11
PARAMOUNT PICTURES PRESENTS
KIRK DOUGLAS
gives the kiss of death in
THE BROTHERHOOD
Prints by TECHNICOLOR® A PARAMOUNT PICTURE

WANT ADS

LEGAL NOTICE

Under provisions of Sections 3071 and 3072 of the Civil Code of the State of California.

In accordance with provisions of Sections 3071 and 3072 of the Civil Code, the vehicle described below will be sold at 10:00 a.m., on May 19, 1969, '61 Dodge, License SRL496, ID# – 7315103439, at Thornton's Garage, Truckee, California. Registered owner, Gabe Hoskins, Jr., 2010 W. 19th Street, Long Beach, California; legal, Bernard Kauffman, 345 Magnolia Street, Long Beach, California.

THORNTON'S GARAGE
P. O. Box 397
Truckee
May 7, 1969 s/s

NOTICE OF PUBLIC HEARING
USE PERMIT APPLICATION FOR A SINGLE–FAMILY RESIDENCE – LAKEVIEW SUBDIVISION EXTENSION, DONNER LAKE.

Notice is hereby given that on May 26, 1969, at 7:35 p.m. in the Supervisors' Room, Courthouse, Nevada City, California, the Nevada County Planning Commission will hold a public hearing where will be heard persons desiring to make statements concerning the use permit application of Charles W. Yahne, filed under the terms of Nevada County Zoning Enabling Ordinance No. 196, as amended, for construction and maintenance of a single–family residence in a "C" Commerical Zoning District on property owned by the applicant at the address of north of Donner Pass Road and south of Pioneer Drive on the north side of Donner Lake; said property being legally described as follows:

A portion of the S 1/2 of the NW 1/4 of the NW 1/4 of Section 13, T. 17N., R.15E., M.D.B.&M. Known as Lot 2, Block 5 of the Lakeview Subdivision Extension recorded in Book 1 of Subdivisions at Page 33 in the office of the Recorder, County of Nevada, State of California (Assessor's Parcel No. 17–335–16).

NEVADA COUNTY
PLANNING COMMISSION
WILLIAM N. ROBERTS,
Secretary
By: SHARON L. MAHAFFEY,
Clerk
to the Planning Commission
May 14, 1969 s/s

Lost or Found 3

Found—Injured Black Labrador male pup, 3 or 4 mo. old. Kings Beach area. Owner, please contact Paul, 831-0512 or 831-0188.

Pets & Supplies 4

Free 6 wk. old kittens. Half Siamese Persian, to good home. 546-4027.

German Shepherd pups. AKC Reg. Sired by top winning shepherd in Seattle, Wash. 587-3764.

Special Notices 5

ANNOUNCING
Now Accepting Applications With Preference To Year-Round Occupants.
NEW OWNERS
With desire to please you.
★ Electric—220
★ Dryer—large commercial
★ Spacing—Larger Spaces
★ Cleanliness—Much Improved
Plans for Summer Improvements to include:
Privacy - High Perimeter Fencing - Recreational Facilities - Attractive, Quiet Surroundings.
Please stop in for coffee and let us show you why you should be living at . . .
COZY MOTEL & TRAILER PARK
587-3093

SIERRA SUN
Serving the fast - growing North Lake Tahoe communities of Truckee, Tahoe City, Tahoma, Norden, Carnelian Bay, Tahoe Vista, Kings Beach, Crystal Bay, Soda Springs, Incline Village, Homewood and Olympic Village-Squaw Valley.

Classified Advertising

CASH RATES

1 time rate 3 lines	$1.50
2-3 time rate 3 lines	2.50
4 time rate 3 lines	3.00
1 time rate 4 lines	1.75
2-3 time rate 4 lines	2.75
4 time rate 4 lines	3.25

CREDIT
Above rates subject to $1.00 service charge for credit.
ADJUSTMENTS
If your classified advertisement appears incorrectly notify us immediately. Sierra Sun will not be responsible for errors appearing in advertisements after the first insertion.
COPY DEADLINES
12 Noon Monday for that week's publication.
BOX CHARGE
50c Pickup $1.00 Mail
PHONE 587-3553
Post Office Box 248,
Truckee, California

TRUCKEE-DONNER CHAMBER OF COMMERCE
Open meeting 2nd Wednesday noon at "My House" Restaurant.
Carson White, President
Stephanie Anderson, Secretary

TRUCKEE DONNER HORSEMEN'S
Meet third Tuesday of each month at Truckee Firehouse, 8 p.m.
R. H. Wiser, President
Joleen Van Landingham, Secretary

ROTARY CLUB NORTH LAKE TAHOE
Meets every Monday at 7:30 p.m. at Crystal Bay Club, Crystal Bay
Dan Rose, President
Wiley Jones, Secretary

TRUCKEE POST NO. 439 AMERICAN LEGION
Meets on the 1st and 3rd Tuesdays, 8 P.M.
Donald Brown, Commander
O. W. Walker, Adjutant

V.F.W. POST 7445
Meets 3rd Wed. each month at 7:30 p.m.
Vet. Memorial Hall, Truckee
H. Hansen, Commander
Nelson Camp, Adjutant

DONNER LODGE NO. 162, I.O.O.F.
Meets 2nd and 4th Monday of the month at I.O.O.F. Hall Truckee at 8 p.m.
A. E. Burlingham, Noble Grand
Richard Bell, Recording Secretary
Visiting Odd Fellows welcome

TRUCKEE OUTDOOR SPORTSMEN
Meets 2nd Thursday each mo. in Nevada County Govt. Bldg. at 8:00 p.m.
Bob Decker, President
Charles Spillner, Secretary

ROTARY CLUB TAHOE CITY
Meets Tuesday noon at Tahoe Inn during summer.
At 7:15 in winter.
DAVID STOLLERY, President
D. McPHERSON Secretary

THE NORTH LAKE TAHOE PUBLIC UTILITY DISTRICT
Meets the 1st Tuesday of the month at 1 p.m. at the office building at the Main Sewage Treatment Plant, Tahoe Vista.

SOROPTIMIST CLUB OF LAKE TAHOE
Meets First and Second Tues. Noon
Fourth Tuesday Evening Dinner
CRYSTAL BAY CLUB
Pres., Jean Herbison
Sec., Jean Holly

TRUCKEE FIRE COMMISSION
Meets 2nd Tuesday, 11 a.m.
Truckee Fire Station
N. F. DOLLEY, President
ELDEN TONINI, Secretary

LAKE TAHOE LIONS CLUB
Meets Every Tuesday at 7:30 p.m. at The Crystal Bay Club

V.F.W. POST 7077
Meets 1st & 3rd Wednesday, Nevada Lodge, 8 p.m.
Charles H. Talcott, Commander
Dick Killian, Adjutant

TRUCKEE-DONNER RECREATION & PARK DIST.
Meets first Thurs. each month at County Building at 8 p.m.
Harry Jamason, Chairman
Dr. H. P. Tapia, Supt.

TRUCKEE FIRE-ETTES
(Auxiliary Truckee Fire Dept.)
KAREN ZIRBEL, President
IDA CLATTERBUCK, Secretary
Meets at 7 p.m. 1st Thursday each month as announced.

TRUCKEE SANITARY DISTRICT
Meets 1st Tuesday each month at 7:30 p.m. in front office of Masonic Bldg., Truckee.
DON WESTBROOK, President
JACK MARQUETTE, Clerk

TRUCKEE VOLUNTEER FIRE DEPARTMENT
Meets 6 p.m., second Tuesday each month in the fire house.
Joe Copeland, Chief
Roy Waters, Secretary

B.P.O.E.
North Tahoe Sierra Lodge No. 2140
Regular Meetings Every 2nd and 4th Wednesday
Kings Beach
DALE FREELAND
Exalted Ruler
BOB MOLSBERY, Sec.

TRUCKEE LIONS CLUB
Meets Wed. at 7:30 p.m. at "My House" Restaurant
Hal Silva, President
Bob Seibold, Sec.

Services - Misc. 30

PAINTING
House Painting, Interior, Exterior, Boats, Anything.
$4 an Hour — Contact
Jack Davidson
Gen. Del., Crystal Bay, Nevada

Help Wanted 70

Needed Immediately — Appliance repairman. Must be familiar with all types laundry equip. and refrigeration. Guaranteed salary— $125.00 per wk. plus commission on labor. Sierra Appliance, 587-3756 or 546-3208.

Executive Secretary — Experienced. S/H and typing required. Permanent full time position. Twin Peaks Estates, Wells Fargo Bldg. Tahoe City. Call 583-4291 for appointment.

A vacancy now exists on the Truckee-Donner Recreation and Park District Board of Directors. Applications accepted at the District Office, P.O. Box 1087, until May 28, 1969.

HOUSE HUNTERS! Track down the best home buys in today's Classified Section.

Part time receptionist needed, preferably afternoons 4 days a week. Hourly wage. For interview, call 587-3547

Immediate opening, floor maintenance man, full-time, permanent. Fringe benefits. Contact Mr. Dwayne Haddock, Tahoe Forest Hospital, 587-3541.

Mature experienced maid for Gateway Motel, Truckee. Call 587-3183.

Afternoon newspaper distributorship avail. in Truckee. Sm. cash bond required. Ph. 587-4058.

Young man to work as plumber's apprentice. Must be willing to work for good pay. 583-4523.

Permanent position, 7-Up truck driver — salary open. Contact Corran Distributing Co., Truckee, Calif.

Home Repairs 90

Home Repairs, Remodel, Additions. By hour or job. For estimate call 546-3295.

Homes For Sale 130

HOMES — SUMMERCABINS
Lake view and Lake frontage lots
Terms
Acreage—Motels—River Frontage
Call Daven Morey
SWANSON REALTY
Donner Lake
LU 7-3395 P.O. Box 355
Eve.: LU 7-3710 Truckee

Lakefront home for sale. 3 bedroom, 3 bath. Shown any time by appointment. 583-3212.

FOR LEASE
Formerly Berghoff's Pizza.
Bottom portion can be used for restaurant or wholesale warehouse. Upstairs VERY large, spacious 2 bdrm. apt. Beautiful view of lake. For further particulars, contact:
RUTH LEE REALTY
P. O. Box 13 — Tahoe City
583-3194

FOR SALE
Four bdrm., 2 bath, ranch style home. One car garage, fully landscaped. Immediate occupancy to qualified buyer. $32.500.
FOR RENT
One and 2 bdrm. furn. apts., 1 car garage, convenient location. Avail. immediately. Rent $175. per mo. plus utilities. Minimum 12 month lease.
INCLINE VILLAGE REALTY
Licensed Real Estate Broker
457 Lakeshore Blvd.
Incline Village, 831-0540
• LISTINGS WANTED

TRUCKEE RIVER
One bdrm furnished cabin on the river. Large fireplace, furnace. 50x 220 ft. lot. $13,200.00. 29% down. Balance $120.00 a month including interest.
A DOLL HOUSE
100 foot river front. Two bdrm. beamed ceilings, fireplace. Electric kitchen. Extra bunkhouse for little visitors. $16,500.00. Terms.
REDUCED
To $19,500.00. Owner leaving area must sell. Four bdrms. Fireplace. Wall to wall carpet. Utility room. Garage. Extra large lot in Donner Trail Subdivision.
Exclusive With
Donner Trail Real Estate
587-3450
587-3019

Homes For Sale 130

BELOW REPLACEMENT COST
Three bedroom two bath family room. Well built six yr. old home.
Donner Trail Estates
587-3926

Just a few of our •
SUPER LISTINGS
Act Now!

Lot-only $2,500. $300 down, balance at $40 month.

4 bdrms., 2 baths, double garage. All year. Beach rights. $27,500.

4 bdrms., 2 baths in main house plus garage with 2 bdrms., 1 bath over and carport. On hwy. $34.000. Good terms (no bank loan required).

Dollar Point lakefront lot. 29% down. Owner will carry.

2 lakeview lots. Chamberlands beach and mtn. club privileges. $6,950 each.

AND MANY MORE!

JACK C. DOW REAL ESTATE
269 North Lake Blvd.
Tahoe City
Phone 583-3784

CHOICE COMMERCIAL
75-ft. highway frontage with store bldg. Best possible location. $53,750. Good terms.

TEN APARTMENTS
Plus extra lot for expansion. Best location, no vacancy factor. $85,000.

Mike Plevel REALTY
8130 NO. LAKE BLVD.
KINGS BEACH, CALIF.
546-4111

HOUSES WITH PURSE APPEAL

Short On Cash. Owners will help finance. Kings Beach Lakeview home. L.R. with Swedish fireplace, 3 BR, 2 baths and den. Beautiful wooded site. Existing FHA 5½%. Price $28,500. A MUST SEE.

Rare Indeed. Tahoe City. All-Yr. attr. Chalet-type 3 BR, 2 bath. Lge. L.R., stone fireplace, dining room, beam ceilings Level landscaped site. Good residential area. Beach privileges. $28,500. Existing FHA 5½%. WON'T LAST.

Immediate Possession. Kings Beach "DOLL HOUSE" and as neat as a pin. 3 BR, warm, cheerful LR., fireplace. Close in—level site. $25,000. A REAL BUY.

Nature Whispers — Trees — Streams. Two-story natural wood finish, 4 BR, 2 baths plus family room. Near town; school bus stops at door. New FHA avail. Price $27,500, Low down. BUILT FOR FAMILY COMFORT.

Start To Plan Ahead. Squeeze your $ $ $ $ — $1,000 down buys a home site. Picture your new home in a park-like setting, sheltered patio and BBQ, towering pines, all within budget price $4,000 up.

• Income Producers

Store Plus Four Apts. on Hwy. 28 in Kings Beach. Income $5,300 annually. $52,500 or will trade.

Solid Investment. — All-year 5 studio units, deluxe owner's apt., laundry. Immaculate, top shape. Expandable. Exec. loc. $20,000 will handle.

Early American Redwood Motel. 6 motel units, 3 apartments. $71,500. Submit offer. Will trade.

Drop by and get acquainted. We offer sincere, honest, friendly and conscientious real estate service. Ask about our trade - exchange plan.

David W.
MAYS
REALTOR
8654 N. Lake Blvd.,
Kings Beach, Calif.
546-3577 Eve. 831-1429

Real Estate Wanted 133

SOLD SIGNS SATISFY
We know how to get the job done. Call us and let us help you sell your home today.
DAVID W. MAYS Realtor
8654 Hwy. 28, Kings Beach
546-3577 — Eve. 831-1429

Bus. Opportunities 134

For Sale— Liquor Lic., Nev. Co. general on sale. Clean. $7800. Bill Vail, Box 26, Soda Springs.

BUSINESS WANTED
Have $10,000 - $40,000 cash to invest in going business. Will purchase all or consider 50% working partnership. Write Dept. R, Box 248, Truckee, Calif.

Tired Of Income Taxes?
Want Spendable Income?
Solve Problems With Creative Ideas.
FRED SCHULTZ'S
Bonanza Land Co.
(702) 831-0144
EXCHANGE SPECIALISTS
811 Tahoe Blvd.
Incline Village, Nevada

Lots & Acreage 135

FOR SALE
One third acre — view lot at Sky Tavern, Mt. Rose, for residential property in Incline Village. Telephone San Francisco 415-781-6542 collect between 8:30-5:30 p.m. daily.

Ski Cabins And Lots
Prices from $12,500, at Donner Lake. Beautiful homes priced from $25,000 overlooking the lake. Winter access.
Carson White, Swanson Realty
587-3395
Box 355, Truckee

Rooms For Rent 140

Housekeeping Rooms For Rent
By Week or Month
Workers Welcome—Adults Only
Donner Lake
587-3374

Apts. For Rent 142

Furn. lg. 1 bedrm. apt. Also studio. Donner Trail Apts., Truckee. 583-3901.

Furnished large 1 bedroom apt., aiso studio. Adults. 587-3484 or 583-3901.

SIERRA SUN • Bonanza CLASSIFIED ADS
The Greater No. Lake Tahoe Truckee Donner Marketplace.
YOUR MESSAGE DELIVERED TO MORE THAN
6,000 FAMILIES
•
Read For Results
Use For Profit
TO PLACE YOUR AD CALL
587-3553

Apts. For Rent 142

Furn. nice 2 bedrm. apt. $165, Donner Trail Apts., Truckee. 583-3901.

Mod. 1 bedroom furnished apt. Mod. 2 bedrm. unfurnished apt. Across from high school. 587-3130.

Unfurnished 2 bdrm. apt., very clean. No pets. 587-3273 after 5 p.m.

Cabins For Rent 144

Furn. $100 a mo. incl. utilities except gas. 3 mi. so. on 89. 587-3043.

Families Welcome
One and Two Bedroom Furnished Cabins For Rent
Donner Lake
587-3374

FOR RENT
Small furnished cabin
No children, no pets.
587-3635

Houses For Rent 145

Squaw Valley, 2 bedrm. furn. home. $180 a mo. Call 583-3901.

Lovely river home fully furn. Fireplace, b.b.q., sun deck. 2 miles to Squaw. 587-3755

Studio home, completely furnished, for two people. Plowing, garbage, electricity and water furnished. $125 mo. pl us natural gas. See to appreciate. Waleswood Lodge, 583-3171.

3 bedroom condominium by month or year. 1½ blocks to shop and schools. Incline. 415-447-0161.

Vacation Rentals 145A

Furn. 2 bdrm. Lakeview home. Avail. till July 1st. $150 plus utilities. Located in Tahoe Vista. 546-2444.

Trailer Space For Rent 148

SPACIOUS
The Village Green Mobile Park
Across From
Ponderosa Golf Course
ON BROCKWAY SHORTCUT
½ Mile South of Truckee
PERMANENT & OVERNITERS
John Fallis
Phone 587-3326
Box 485 Truckee, Calif.

Bldgs., Sale or Lease 151

1250 sq. ft. commercial shop Kings Beach, Cal. Loading dock. Ideal for sheet metal, plumbing, etc. Call or write Box 445, Kings Beach, 546-2750.

Misc. For Sale 155

General Electric Refrigerator. Whit e, xlnt. cond. $35. Call 587-4294 after 5 p.m.

Carpet layer has 520 ft. avocado and 480 ft. aold of 100% continuous filament nylon. Double jute back. $3.50 per yard. Can install, will finance. 546-2586.

Misc. Wanted 156

Coins—Private party will buy silver dollars. Highest prices paid. Call Coins: 702-831-0817.

Wanted, 12 to 14 foot used aluminum boats. Call 546-3648.

Wood For Sale 158

Oak wood, $40 a cord. Call collect, 673-5975.

Musical Instruments 160

Guitar Vox Folk 12 strings, elect. Like new. $150. Call 587-4144.

For Sale—Baldwin Spinet piano, $500. Perfect condition, tuned, dark finish. Forced to sell. Leaving area. See Danny Hesse across street from Truckee Elem. School.

Mobile Homes & Supplies 166

1968 12x56 mobile home. 2 bedrm, snack bar, rear hall. $4,500. 546-4069.

For Sale — 24x57 National mobile home. Lots of room and extra features. A beautiful home. Will sell furnished or unfurnished. Call 587-4137 Truckee, Village Green Trailer Park.

Boats For Sale 168

CHRYSLER - BERTRAM
SEE THE FINEST BOATS - MOTORS
RIPPLE'S MARINA
Tahoe Vista No. Shore
Ph. 546-3995

Auto Service-Parts 171

BOB'S AUTO REPAIR. Now open in Lake Forest across from Bacchi's. Complete auto repair, specializing in automatic transmission, air conditioning, valve grinding and brake drum turning. 583-5795.

LOOKING FOR LIVING quarters? Turn to "For Rent" in today's Classified Ads.

Trucks & Tractors 173

Mack Truck, diesel dump, for sale. Ready to go! $3,500. 583-3845.

Sports & Imports 174

For Sale —'60 VW. Slight damage. Ideal as dune buggy. 587-3879 or 587-3062.

1967 Triumph GT 6. $2,300. 583-3439 or 583-5964.

Autos For Sale 176

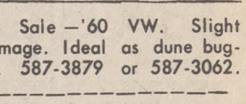
1966 Mustang, good condition. Call evenings after 8:00 p.m. 546-2268.

69 VW Bug. Very clean. $1,800 or $250 equity and take over pmts. 831-1255 after 6 p.m.

For Sale—1962 Ranchero, radio, heater, new motor. 546-2202.

A. H. Sprite, '63, good shape! $650. 546-2525.

1959 Chevrolet 6 cylinder, $250. Also 1968 Dodge van, V-8, auto. trans. 587-3596 or 587-3592.

LUXURY CAR CLEARANCE

Must Reduce Inventory For New Stock. 100% Financing OAC.

'68 Cadillac convertible, factory air, cruise control, hi sentinel, AM-FM stereo, tilt-telescopic steer., dr. and wind. locks, 14,000 act. mi., factory warranty, beige. $5,295.

'68 Cad. Coupe DeVille, factory air, padded roof, AM-FM stereo, wind. locks, 6-way pwr. seats, pwr. wind. etc. 16,000 mi., fac. warr. aqua. $5,195.

'68 Riviera,fac. air., FM stereo, 6-way pwr. seat, pwr. windows, strato end seats, lo mi., fac. warranty. $4,195.

'67 Cadillac Sedan DeVille, fac. air, padded roof, AM-FM stereo, tilt & telescopic steer., twi-lite sentinel dr. & wind. locks (just loaded). Blemished green finish, fac. warranty. $4,295.

'66 Cad. Cpe De Ville, fac. air., cruise control, twi-lite sentinel, AM-FM, wind. locks, pwr. wind., 6-way pwr. seats, lo mi., gold. $3,295.

Teddy Bear Havis Motors
1500 S. VIRGINIA, RENO OPEN 7 DAYS
786-2555 — Directly Across From Raley's

SEND IN YOUR WANT AD NOW

SIERRA SUN

CLASSIFIED AD ORDER

BUY - SELL - RENT - HIRE
Write your ad on the coupon below. Count 4 average words per line. Be sure to count the address or telephone number, and mail. Deduct $1.00 from total cost of your ad for cash payment.

YOUR LOW COST IS:

Lines	1 Time	2-3 Times	4 Times
3	$2.50	$3.50	$4.00
4	2.75	3.75	4.25
5	3.00	4.00	4.50
6	3.25	4.25	4.75
7	3.50	4.50	5.00
8	3.75	4.75	5.25

CLIP AND MAIL

Enclosed ..... Please Publish Following
Ad For ..... Days. *Be sure to enclose payment*

_____ _____ _____ _____
_____ _____ _____ _____
_____ _____ _____ _____
_____ _____ _____ _____
_____ _____ _____ _____
_____ _____ _____ _____
_____ _____ _____ _____
_____ _____ _____ _____

Name _____
Address _____
Phone _____

MAIL TO:
SIERRA SUN
P. O. Box 428
Truckee, Calif.

Lucky
DISCOUNT SUPERMARKETS
WE DISCOUNT EVERYTHING *Except* QUALITY, COURTESY, SERVICE

Prices are Discounted Except on Fair-Traded and Government Controlled Items.

MRS. LILLABETH FORBIS OF SACRAMENTO COMPARED!

SHE SAVED $760

MRS. FORBIS SHOPPED AT LUCKY AND SPENT $58.18 AS COMPARED TO $65.78 FOR COMPARABLE ITEMS OF HER OWN CHOOSING WHICH SHE PURCHASED AT ANOTHER SACRAMENTO SUPERMARKET.

SHE REDUCED HER WEEKLY FOOD COST 11.5%

COPYRIGHT © 1969 by Lucky Stores, Inc.—All Rights Reserved

EVERYDAY LOW PRICE

FRESH FRYERS

USDA Grade A Whole Body Lb. 33¢
Cut Up or Halves . . . . . Lb. 37¢

EVERYDAY LOW PRICE

CHUCK ROAST

Lucky Bonded Blade Cut Lb. 52¢
7 Bone, Center Cut . . . . Lb. 62¢

EVERYDAY LOW PRICE

GROUND BEEF

Fresh, Lean Lb. 53¢

EVERYDAY LOW PRICE

TURKEYS

USDA Grade A
Toms Lb. 35¢ Hens Lb. 38¢

EVERYDAY LOW PRICE

SLICED BACON

LUCKY 1 Lb. Pkg. Thick . . . . . 2-lb. Pkg. 1.16 59¢

EVERYDAY LOW PRICE

SMOKED HAMS

Shank Portion Sugar Cured Lb. 49¢
Butt Portion . . . . . Lb. 59¢

Chuck Steaks Lucky Bonded . . . . . Lb. 64¢
Sirloin Steaks Lucky Bonded . . . . . Lb. 1.38
Rib Steaks Lucky Bonded . . . . . Lb. 1.36
T-Bone Steaks Lucky Bonded . . . . . Lb. 1.38

Fryer Parts USDA Grade A, Fresh Legs, Thighs and Breasts . . . . Lb. 58¢
Cross Rib Roast Boneless, Lucky Bonded Lb. 1.09
Standing Rib Roast Lucky Bonded 1st to 5th Rib Lb. 1.12 1.03
6th to 7th Rib . . . . . Lb.
Porterhouse Steaks Lucky Bonded . . Lb. 1.43
Boneless Hams Hygrade's Fiesta . . . Lb. 1.29

ROUND STEAK
Full Cut, Bone In Lucky Bonded . . . . . Lb. 99¢

PORK LOIN ROAST
Finest Eastern, Rib End 3½ to 4-lb. Average . . . Lb. 49¢

Smoked Picnics Sugar Cured Sliced Lb. 59¢ . . Whole, Lb. 49¢
Rib Pork Chops Finest Eastern . . . . . Lb. 94¢
Sliced Bacon Hormel Black Label . . 1-lb. Pkg. 69¢
Smoked Ham Center Sliced Sugar Cured . . . . . Lb. 1.19

Leg of Lamb All excess fat and bone removed before weighing . . . Lb. 95¢
Lamb Shoulder Roast Square Cut . . . Lb. 69¢
Rib Lamb Chops . . . . . Lb. 1.37
Shoulder Rib Lamb Chops . . . . Lb. 99¢

LAUNDRY AIDS

EVERYDAY LOW PRICE
SALVO Detergent Tablets 46-oz. Pkg. . . . . 76¢

Tide XK Detergent (Deal Pack) . . . . 84-oz. Pkg. 1.06
Lava Hand Soap . . . . . reg. bar 14¢

EVERYDAY LOW PRICE
BIZ Laundry Pre-Soak (Deal Pack) 25-oz. Pkg. . . . . 59¢

Lucky Bleach . . . . . ½-gal. Plastic 26¢
Lucky Detergent Low Suds . . . 20-lb. Pkg. 1.94
Fabric Finish Niagara Aerosol . 20-oz. Can 56¢
Lux Liquid Detergent Pink . . . . . 32-oz. Plastic 81¢
All Low Suds Detergent . . . . . 49-oz. Pkg. 76¢
Jergen's Soap White . . . . . bath bar 10¢
Water Softener White King . . . 57-oz. Pkg. 59¢
Dial Soap Aqua, Pink or Gold . . . . . reg. bar 16¢

FRUITS & VEGETABLES

Golden Corn Del Monte Cream Style 17-oz. Can 20¢
Tomato Juice Libby's . . . . . 46-oz. Can 31¢
Apple Sauce Harvest Day . . . . . 16-oz. Can 16¢
Apricot Halves Harvest Day Unpeeled 29-oz. Can 25¢
Sweet Peas Harvest Day . 16-oz. Can 16¢
Freestone Peaches Penthouse Sliced - Irregular . . . . . 29-oz. Can 28¢
Baby Tomatoes Contadina Sliced 14½-oz. Can 30¢
S & W Garbanzo Beans . . 15½-oz. Can 19¢
S & W Apricot Nectar . . . . 12-oz. Can 17¢

BREAD - CEREAL - FLOUR

Harvest Day Bread White or Wheat Regular or Sandwich 16-oz. Loaf 4/95¢
100% Whole Wheat Bread Harvest Day 16-oz. Loaf 29¢
Raisin Bread Harvest Day . . . . . 16-oz. Loaf 31¢
Lucky Flour All Purpose . . . . . 5-lb. Bag 43¢
Cake Mixes Betty Crocker Assorted Layer Varieties . . . . . Reg. Pkg. 34¢
Fig Bars A.B.C. Vanilla . . . . . 32-oz. Pkg. 68¢
Hi-Ho Crackers Sunshine . . . . 13½-oz. Pkg. 35¢

OTHER ITEMS

Salad Oil Lucky All Purpose . . . . . 48-oz. Bottle 67¢
Toilet Tissues Scott Family Assorted Colors 4-roll Pkg. 36¢
Placemats Scott Family Assorted Colors pkg. of 4 33¢
Dinner Plates Diamond 10¼" . . . pkg. of 15 49¢
Plastic Trash Bags Glad . . . . pkg. of 12 74¢
Cat Food Figaro Tuna Flavor . . . . . 6¼-oz. Can 16¢
Vet's Dog Food . . . . . 15½-oz. Can 9¢
Pet Stew Skippy . . . . . 14-oz. Can 14¢
Snacks Laura Scudder's Caramel Corn 9 oz. or Cheese Puffs 6¼-oz. reg. pkg. 29¢
Metrecal Liquid Dietary Foods (Deal Pack) Assorted Flavors . . 8-oz. Can 25¢
Jello Gelatin Desserts Assorted Flavors . . 3-oz. Pkg. 3/32¢
Baby Food Beechnut Strained Assorted Varieties . . . . . reg. jar 9¢
Chinese Dinners Chun King Chow Mein Chicken or Shrimp . . . . . 43-oz. Can 89¢

BANANAS Chiquita Fancy, Large Golden Ripe. Lb. 10¢
RUSSET POTATOES U.S. No. 1 10 Lb. Bag . . . 53¢
HERE ARE TWO OF OVER 175 DISCOUNTED PRODUCE ITEMS

CONDIMENTS - PRESERVES

Salad Dressings Milani's Assorted Flavors Green Goddess 8-oz. Bottle 34¢ . . 8-oz. Bottle 27¢
Heinz Ketchup Regular or Hot . 14-oz. Bottle 23¢
Dill Pickles Heinz Kosher . . . . . 32-oz. Jar 48¢
Peanut Butter Lucky Creamy or Chunk Style . . . . 3-lb. Jar 1.29
Lady's Choice Syrup Imitation Maple . . . . . 24-oz. Bottle 35¢
Lucky Preserves Strawberry, Apricot-Pineapple or Blackberry . . . . . 10-oz. Jar 27¢

DAIRY PRODUCTS

Lucky Eggs Grade AA, Dozen Carton Extra Large 41¢ Large 39¢ Medium 34¢
Sylvester Butter 1st Quality Cubes . 1-lb. Pkg. 81¢
Ice Cream Lady Lee Assorted Flavors . ½-gal. Ctn. 68¢
Cheese Spread Swift's Brookfield . 32-oz. Pkg. 98¢
Margarine Fleishmann's . . . . . 1-lb. Pkg. 36¢
Yami Yogurt Royal Assorted Flavors 8-oz. Carton 26¢

FISH & MEATS

Chunk Tuna Lady Lee Light . . . . 6½-oz. Can 29¢
Broken Shrimp Orlean's . . . . . 4½-oz. Can 47¢
Spam Hormel Luncheon Meat . . . . . 12-oz. Can 53¢
Swift's Beef Stew . 24-oz. Can 59¢
Chili Con Carne Dennison's w / Beans 40-oz. Can 85¢
Potted Meat Libby's . . . . . 5½-oz. Can 23¢

FLOWERS FOR MOTHERS' DAY!
A fine selection of hydrangeas, chrysanthemums or orchid corsages.
AVAILABLE AT MOST LUCKY STORES

Everyday LOW DISCOUNT PRICES ON HOUSEWARES & BEAUTY AIDS

ALKA SELTZER Foil Wrapped . . . . . pkg. of 36 97¢

Colgate Dental Cream . . . 5-oz. Tube 69¢
Mennen Deordant Push Button Spray . . . . . 7-oz. Can 1.27
Hair Conditioner Breck Basic . 4-oz. Bottle 1.87
Panti-Hose 100% nylon stretch. ENKASHEER Real sheer. They stretch and recover, no matter how many bends and flexes. 3 Popular shades in all of the stretch sizes . . . . . 99¢
Mixing Bowl Set Deluxe Plastic - Large 4 piece set. All in sanitary white. Easy pouring spouts . . . . . SET 74¢

Lustre Creme Liquid Shampoo Giant Size With "15c off" . . . . YOU PAY 82¢
Breck Creme Rinse Regular or With Body . 8-oz. Bottle 86¢
Breck Hair Set Mist Regular or Super . . 7-oz. Can 1.19
Oven Protectors Aluminum Foil - 16 x 18½ Protects from grease, drippings, overflow. Fits all ovens . . . . . 26¢
Glass Drinkingware By LIBBEY. New Pisa. Bold, paneled texture. In Avocado or Gold, All 4 in pkg. Cooler 16-oz. 78¢ Beverage 12-oz. 72¢; On the Rocks . . . . . 8-oz. 68¢

BEVERAGES

Lucky Vodka 100% American Grain Quart 3.73 . . . . . 5th 2.99
Dry Gin Lucky 100% American Grain Quart 3.73 . . . . . 5th 2.99
Scotch Whisky Lucky Imported 5th 3.99
Imported Rum Gold Seal West Indies Light or Gold 5th 3.66
Kentucky Bourbon National Distillers Bourbon Deluxe Straight Quart 4.99 . . . . . 5th 3.99
Vodka Wolfschmidt Quart 4.99 . . . . . 5th 3.99
Dinner Wines Guild Vina Da Tavola Gallon 2.19 . . . . ½ gallon 1.25
Draft Beer Lucky . . . . . 16-oz. Can 6/1.39

FROZEN FOODS

Orange Juice Minute Maid 100% Pure 12-oz. Can 60¢ . . . . 6-oz. Can 31¢
Flav-R-Pac Vegetables Cut Green Beans 20-oz. Pkg. Green Peas or Cut Corn . . . . . 24-oz. Pkg. 39¢
Cool Whip Birds Eye 9-oz. Ctn. 59¢ . . . . . 4-oz. Ctn. 33¢
Fish Sticks Gorton's 14-oz. Pkg. 67¢ . . . . . 8-oz. Pkg. 39¢
Spaghetti Swanson's with Meat Sauce . . 8-oz. Pkg. 34¢
Egg Rolls Chun King . . . . . pkg. of 6 68¢
Lucca Ravioli . . . . . 11-oz. Pkg. 47¢
Banquet Dinners Beef, Chicken, Haddock, Perch, Mexican Style, Salisbury Steak, Turkey . . . . . reg. pkg. 38¢

DELICATESSEN

Bologna Rath's All Meat - Sliced . . . . . 1-lb. Pkg. 66¢
Dry Salami Marconi Italian . . . . 10-oz. Chub 96¢
Swiss Cheese Red Label Sliced Natural Large-Eye . . . 5-oz. Pkg. 41¢
Land O' Frost Meats Sliced Turkey, Corned Beef, Smoked Ham, Pastrami or Smoked Beef . . . . . 3-oz. Pkg. 33¢
Chopped Ham Oscar Mayer . . . . 8-oz. Pkg. 79¢
All Beef Bologna Oscar Mayer Sliced 8-oz. Pkg. 49¢
All Meat Bologna Oscar Mayer Sliced 8-oz. Pkg. 49¢
Braunschweiger Oscar Mayer - Sliced 9-oz. Pkg. 56¢

COFFEE & TEA

M.J.B. COFFEE Regular Grind 1-lb. Can . . . 71¢
Regular or Electric Perk Grind . . . . . 2-lb. Can 1.35
Regular or Electric Perk Grind . . . . . 3-lb. Can 1.93
Instant Coffee M.J.B. 10-oz. Jar 1.16 . . . 6-oz. Jar 81¢
Harvest Day Coffee Regular or Electric Perk Grind 3-lb. Can 1.80, 2-lb. Can 1.22, ... 1-lb. Can 63¢
Instant Coffee Lucky . . . . . 6-oz. Jar 65¢
Ice Tea Mix Nestea Low Cal Lemon Flavor . 8-oz. Jar 85¢

CIGARETTES Kings & Filters Regular Size Ctn. 2.94 All Millimeter Cigarettes Ctn. 3.04

Lucky DISCOUNT SUPERMARKETS **100 LUCKY DISCOUNT SUPERMARKETS SERVING NORTHERN CALIFORNIA**

STORE HOURS: MONDAY THROUGH FRIDAY 10 am 9 pm SATURDAY 9 am 9 pm SUNDAY 10 am 7 pm

Lucky DISCOUNT SUPERMARKETS

100 RIVER ROAD — INTERSECTION OF HIGHWAYS 89 & 28 — TAHOE CITY

INCLINE VILLAGE NEWS • BONANZA

Lake Tahoe, Wednesday, May 7, 1969

CLEARING THE WAY AT SAND HARBOR – The lone beach on the lakeshore owned by the state of Nevada is being transformed from a quiet little out-of-the-way area into the main attraction of the new Lake State Park. Much of the work being done involves cutting trees to enlarge the parking lot capacity from 250 to 600 cars. Work costs are estimated at $752,000, with half the amount state funds and the remainder federal. The State Division of Forestry is growing a crop of Jeffery Pines to replace the trees being removed, according to Nevada Parks Adminstrator Eric Cronkhite.
—Tribune Photo

Incline High Students Celebrate First Alexander McFerguson Day

More Than 200 Youngsters, Faculty At Ski Beach Fete

Despite snow and cold weather, from more than 200 Incline High students and faculty celebrated the first annual Alexander McFerguson Day at Ski Beach Friday.

The day was unique in that every event was planned or suggested by the students themselves.

The Senior class won the inter-class competition with victories in the longest beard contest (Randy Tucker), thickest beard (Wim Smith), boys foot race (Wim Smith), hula-hooping (Ruth Cordes) and log-pitching (Doug Newton).

With the victory, the Seniors earned the right to receive all

for softest beard.

Those patient enough to stay long after the beach cleanup and bus departures, were treated to Hilda de Campo's hand-turned ice-cream, which was termed a perfect ending to a very satisfactory day.

In a tie for second place were the Sophomores, with wins in the montage construction, football throw by Charlie Uhrig, the girls footrace, Robin Eppensteiner. They were tied with the 9th Grade, which took home firsts in the tug o-war and bubble gum blowing by Charlie Blackwell and the log-rolling by Jon Jensen.

The junior class was the only other class to score a win, with Steve Marean taking the award profits from the hot dog and pop sales.

GALS FOOTRACE – Incline High girls head for the finish line during first annual Alexander McFerguson Day at Ski Beach in Incline Friday. Robin Eppensteiner came in first, representing the sophomore class.
—Photo courtesy John Marean

Ponderosa Ranch Has '69 Opening

The Cartwrights weren't there, but a happy crowd was, as the Ponderosa Ranch opened for the 1969 summer season Saturday.

Open from 10 a.m. to 6 p.m. daily, the ranch, a family tourist and recreation complex, features its usual delightful family attractions, including the legendary ranch house, home of the Cartwrights of "Bonanza" TV fame.

Along with the ranch house, there is a children's amusement area, Frontier town, Silver Dollar Saloon, museum, antique auto and carriage collection, snack bar, chuckwagon over a 650 acre complex, not including more than 100 miles of scenic horse trails.

Bill Anderson is president of Ponderosa Ranch, with Larry Bub, general manager.

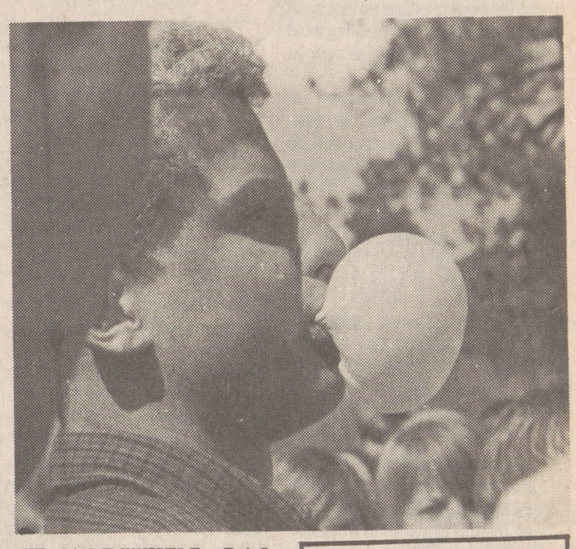
The ranch pays special attention to clubs, groups, conventions and private parties. Anyone desiring additional information may call 702-831-0691.

Ponderosa Ranch has instituted a season-pass system, which allows anyone possessing one and a guest, access to the ranch at any time until Sept. 30.

Plans also call for an expansion of the Ponderosa Ranch complex to accommodate crowds projected to double last year's.

FUN AT THE SILVER DOLLAR – Guy Warren, bartender and manager of Bonanza-Land at Ponderosa Ranch, cigar in mouth, right, adds just the right flavor to atmosphere in the Silver Dollar Saloon. The Ponderosa Ranch recently feted the Educational Book Club sales meeting and convention along with the Hotel Sahara – Tahoe. The group came to Lake Tahoe for a convention and decided to attend the ranch for a barbecue party at the Ponderosa, taking in the Silver Dollar, one of the many tourist attractions at the ranch. The club is from Des Moines, Iowa, and a subsidiary of Look Magazine and Cowles Publications.

WHA-OOPS – Incline High's Glenn Simpson finds there are ups and downs to log-rolling, but it was all in fun as the first annual Alexander McFerguson Day at Ski Beach brought out more than 200 youngsters Friday.
-Photo courtesy John Marean



HE CAN'T WHISTLE – But Jon Jensen can sure puff up a storm in the bubble-gum competition at Alexander McFerguson Days at Ski Beach, held last Friday.
-Photo courtesy John Marean

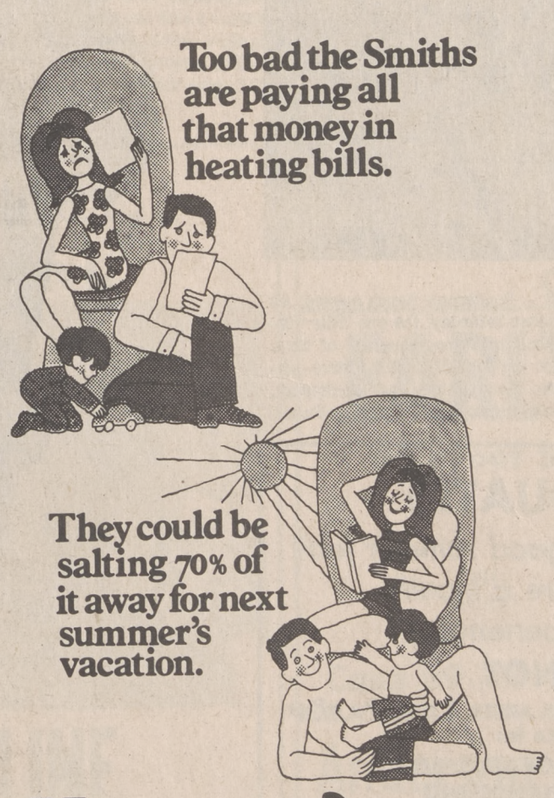
INCLINE GLASS
831-0793
Tanager Square, Incline Village

For Mother's Day

INCLINE FASHIONS
Incline Village
Next To
Eagle Thrifty

KAYSER LINGERIE
Lounge & Pegnoir Sets
FEATURING A COMPLETE LINE OF
Summerwear - Dresses
Slacks - Swimwear
Everything Under the Sun
Jewelry - Gifts

INCLINE FASHIONS PHONE 831-0432
MEN'S & WOMEN'S WEAR



Too bad the Smiths are paying all that money in heating bills.

They could be salting 70% of it away for next summer's vacation.

How come? Gas makes the big difference.

It's a shame the Smiths have to choose between a warm house and a cool vacation. Somebody should have told them that electric heat costs 2½ times as much as gas. Don't wait for somebody to tell you! At Tahoe natural gas is the only way to go. So economical. And dependable the year around. Whether building, buying or converting — let us help you live better and spend less.

Natural Gas. The Way Of Living at Lake Tahoe
SOUTHWEST GAS CORPORATION
P.O. Box 696, Incline Village, Nevada 89402/Area (702) 831-1066

FOR MOTHER'S DAY -- FROM JANTZEN
ONE AND TWO PIECE SWIM WEAR
at INCLINE SPORTS HAUS

jantzen

BIKINI SUIT 14.00 • HAT 4.00 • BAG 5.00

Good selection in one piece swim suits by COLE, DeWEESE, JANTZEN
Styles in two piece, hipriders and bikinis from *Anglo Scandinavian* (French Bikinis)
Jr. sizes too from *Janezen Jr. Line, Label 4, Cole Jr., Beechmate*

Other Mother's Day Suggestions: Latest in Summer Sandals by Tattle Tales and Tappini
Summer Jewelry — Ladies Tennis Dresses by Florence Walsh, J&B, White Stag, Skyr

We are also North Lake Tahoe's sporting center for fishing and hunting licenses; sports equipment; ammunition; water ski equipment; archery equipment and ski repair and rental.

• YOUR COMPLETE SPORTS STORE
INCLINE SPORTS HAUS
INCLINE VILLAGE, NEVADA PHONE 831-0446

LAKE ECHOES

LAKE ECHOES
By BETHEL

The positive approach to any situation usually helps in its solution – however, even though the natives are singing and playing their theme song "Summertime," the weather continues to alternate its flurries which keeps residents in that condition (in flurries!)

Speaking of being positive, we always accentuate the positive and eliminate the negative. Let the chips fall where they may.

* * *

Patricia Young of Kings Beach will have the North Tahoe Business Association Inc. sending out for help and more spaghetti, and probably Italians, since that is the theme of the no host cocktail and dinner planned for May 18. Patricia is publicity chairman for the dinner to be held that date at the Elks Lodge on Kings Beach. Phone 546–4119 or 546–3328 for reservations.

* * *

Tahoe Verdi Soil Conservation District have had its first election for five supervisors. George Zappettini, secretary of the Nevada Soil Conservation Committee announced that Harry L. Bernard and Charles Uhrig of Crystal Bay; John Buckwalter, Anch Johnston and Roy Robinette of Incline Village were elected.

Leadership in the field of resource conservation is one of the problems the district hopes to solve. Local, state and federal agencies will be contacted for assistance in plan formulation, developing applicable soil and water conservation techniques and standards and helping land owners apply these practices to their land.

Soil survey information and cultural practices for the adapted grasses and shrubs will be available for interested land owners of the Tahoe Basin. Technical assistance will be made available from the staff of the Soil Conservation service to the district.

* * *

Joan and Darryl Williams are back at Crystal Bay with her mother and husband, Martha and Harry Bernard. The Williams' spent their winter at Alta, Utah.

* * *

Persons watching "Be My Guest" with Betty on May 9 will see Crystal Bay's Martha Bernard publicizing the Fire Sirens' card party and luncheon May 15 at Incline Fire House. You-all better get your reservations made as this is always a SRO social event. With president Jacquie Black at the helm its success is assured.

* * *

In keeping with tradition, the Women's Club of North Tahoe will hold its annual fashion show at the North Shore Club – date to be announced – however, it has traditionally been the first Wednesday after the Fourth of July. Chairman and president, Judy Thatcher, is in charge of the affair this year.

Mary Phippeny, librarian at Kings Beach library, showed slides of her African travels when she was with the U. S. Information Service in charge of 12 libraries from Assamara to Capetown. Her headquarters were in Nairobi, Kenya.

The luncheon was held at the Chataux Monday. Decore for the luncheon tables was by Frankie Neal and Dottie Hart.

New member, Vera Konarski, was introduced to those present, among whom were Betty Facciolla, Jeanie Peterson, Necey Maye, Bette Hitchcock, Mary Harman, Eleanor Egan, Cindy Gregerson, Marai Weber, Dorothy Bridges Pat Leachers, Kay Wing, Audrey Anderson, Inez Jordan, Pearl Draney, Martha Bernard, Jacquie Black, Lael Margave, Audrey Anderson and the committee members.

* * *

Joyce Anderson and Larry Bub of Incline Village's Ponderosa Ranch appeared on the Hank Penny show Monday.

The Cartwrights had better get Joyce tied up on the Ponderos before some enterprising agent steals her for a rival ranch. Joyce is the leading lady of the Ponderosa Ranch. After watching her TV performance we think she should be a leading lady on "Bonanza" too.

* * *

Carol Moore, a beautiful songstress, has joined the Doug Baker Combo at the Lake Tahoe Hotel. Bill Klein and Dick O'Brien are other members of the combo.

The Floyd Bakers of Crystal Bay have enjoyed a visit from their daughter and family, Bobbie, Richard and son, Jeff, of Woodland Hills. Richard is a captain with Continental Airlines and had to return for a flight. He will pick up his family next weekend and visit for a couple of days before they all return home.

* * *

Caroline and Jack Johannes of Incline Village are the parents of a "butter–ball" baby boy, Jack Gilbert II, born April 25 at Tahoe Forest Hospital, Truckee. He weighted 7–11 (lucky number!) and is 18 inches long – hence the "butter–ball," as his proud Mama calls him. Steve, Stuart and Stacy welcomed the new addition to the family when he arrived home.

Coming from Seal Beach was the baby's grandmother, Evelyn Barnard. She will have an extended visit with the Johanneses as Carolyn is to return to the hospital next week for surgery.

* * *

Tudi and Ed Malley have returned to their Incline Beach home after a tour of the Far East.

The Malleys were given a letter of introduction to the Rev. Donald Mason, a Jesuit Priest at Sophia University in Tokoyo, by Martha Bernard, a personal friend. However a mix-up in messages prevented the trio from meeting. Tudi's brother is a Jesuit at Santa Clara and meeting the Rev. Mr. Mason would have had a double meaning for her.

* * *

Our deepest sympathy to Billie Carlock of Incline Village on the tragic death of her 20–year–old daughter, Carla, in a car accident on Mt. Rose.

* * *

International Bowling Congress National Tournament at San Diego was well represented by nine teams of the North Tahoe Women's Bowling Association.

Competing in the event were Velda Farris, Sue Dwyer, Dorothy Warrington, Ruby Hume, Jeanne Stone, Betty Lou Sayre, Mary Ann Dunham, Lorraine Murphy, Sandra Kretzer, Mary Stark, Juanita Hicks, Gloria Hamann, Estelle Latona, Mary Mann, Reva Snook, Flo Wellings, Margaret Ward, Yolande Blades, Jan Parsons, Nancy Larsen, Madelyn Dudley, Jean Shonk, Toni Martin, Barbara Gawronski (husband, Ray Gawronski is manger of Incline Bowl), Arlene Smart, Fran Richardson, Dorine Bosserdet, Candi Walker, Fran Richardson, Ruth Pilley, Ione Baker, Della Russo, Thelma Zuber, Kitty Silsbury, Marlene Kehm, Betty Galloway, Barbara Kindred, Kathleen, Kindred, Jeannie Wittward, Francie Brandon, Ruth Adams, Mary Lou Kindred, Carolyn McMillen, Adeline Gunkel, Ruth Adams and Letha Newlin.

* * *

Helen and Bob King are back at Crystal Bay from Santa Rosa where they spent the winter. Bob traveled throughout California during his Santa Rosa stay doing public relations work for the North Shore Club.

Bob advises that the first luncheon strolling fashion show under the direction of Betty Gelber will be May 17 for patrons of the club and the Teamsters from San Francisco. The second fashion show will be May 17. Staring June 4 the shows will be held every Wednesday throughout the summer.

Jimmie Hume and J. C. Jordan proudly announce that the North Shore Club, reopening May 15, will enjoy its 21st year, and, pridefully, they open with the same employes as in the past. Maggie and Eddie Dillon are two employes who have just returned from Palm Springs where they spent the winter.

CONCENTRATING – Laura Humphrey, an eighth grader at Incline High School, practices for the hula hoop contest held Friday at first annual Alexander McFerguson Day, at Ski Beach. —Photo courtesy – W & A

OPENING DAY RIDE – Visitors to the Ponderosa Ranch, which opened its 1969 summer season Saturday at Incline Village need only to park their cars and hop on a special vehicle which take them right to the center of things. The ranch is open from 10 a.m. to 6 p.m. every day of the week.

IF YOU LIKE ANTIQUE CARS – Ponderosa Ranch opened its doors for the 1969 summer season Saturday, the one little visitor, five–year–old Jamie Jarboe of Reno, daughter of Mrs. Carole Foley of New York, got the feel of a 1919 Pierce–Arrow mountain wagon, one of the many antique cars on display. With Jamie is Larry Bub, general manager of Ponderosa Ranch.

Night Classes At Reno JC

Summer night classes begin May 13 at the Reno Junior College of Business.

Classes include RPG Computer Programming, Stenotype touch shorthand, Commercial Art, Speedwriting shorthand, and review typing.

Classes will be conducted Tuesday and Thursday nights from 7 to 9 p.m.

A separate schedule for courses is available by calling or writing the college.

For Information Regarding
STOCKS — BONDS
Government Securities — Mutual Funds
Puts and Calls
PLEASE CONTACT
JAMES D. BENSON, Dean Witter & Co.
300 East 1st St., Reno Phone (702) 329-3474

GRADUATES
Do you have a good summer job?
. . . $350 or more a month
. . . valuable experience
IF NOT
Be paid more for the same 3 months after completion. Specialize in:
COMUPTER PROGRAMMING
FASHION MERCHANDISING
AIRLINE RESERVATIONS
MARKETING/ADVERTISING
LEGAL SECRETARIAL
HEARING REPORTER
and many more . . .
Enroll July 7 or August 18
Smaller classes, more individual attention and a head start on the better jobs.
Write for the new catalog.
Approved for military deferment.
406 California Ave. Reno, Nev. 89502
RENO JUNIOR COLLEGE OF BUSINESS

CHARGE IT — MON-THURS-FRI 9:30-9, TUES-WED-SAT 9:30-6.

Swimfun time again . . . and Gray Reid's give you the big choice in famous-label '69 swimfashions. Surfside or poolside, these colorful new creations will brighten even your sunniest days! From top, Jantzen goes Charleston in vivid cerise, orange or white Dacron® polyester; 8-16, **27.00.** Jantzen's 2-pc. nylon knit accents navy on white; 8-16, **22.00.** Sandcastle's polyester/cotton is fully lined emerald-embroidered white; 10-16, **30.00.** The epitome of simplicity — Sandcastle's knit acetate tunic-over-shorts in yellow or white; 8 to 16, **28.00**. Better Sportswear, both stores.

gray reid's

Since 1903 / N. Virginia at Fifth, Reno 329-3131 / Carson City Mall 882-2551

NEW VENTURE – Ken Weitzel, left, and R. J. Trute wish each other well as they launch their new venture, Trophy Liquors. Trute, owner of the store, is in the tool and die manufacturing business in Southern California. Weitzel, store manager, has a wide background in the grocery and liquor industry. He and his wife Merrilyn are residents of Incline Village.

THE TOPIC IS WINE – Fine imported and domestic wines are the topic of conversation at Trophy Liquors, in Incline Village, as R. J. Trute, left, store owner, and Merrilyn and Ken Weitzel, Trophy managers, discuss the wide selection of wines tastefully displayed in Trophy Liquors' wine room. Chilled wines are another feature of the store.

Incline's Trophy Liquors Has The Tasteful And The Unusual

Trophy Liquors, Incline Village's newest retail store, has added a note of prestige to the community with its tastefully selected decor, well stocked shelves, and unique wine room.

Located at 889 Tahoe Blvd., Trophy Liquors is open from 11 a.m. to 11 p.m. seven days a week. Ken and Merrilyn Weitzel, residents of Incline Village, manage the facility. R.J. Trute of Southern California is owner.

Customers entering Trophy Liquors are met with a friendly atmosphere enhanced by the avocado green carpeting throughout the store, the walnut paneling and gold walls.

A complete line of liquors as well as liqueurs and cordials are in stock from half gallons to half pints. Special case prices have been established. Liqueur gift sets, ideal for a special occasion, are displayed. Gift wrapping is one of the service features at Trophy Liquors.

Bottle collectors can find a haven at Trophy Liquors. The ever popular Jim Beam bottles are spotted throughout the store including the very latest lilac bottle from Illinois. Glass wine decanters are table topics to please any discriminating hostess.

Tooled leather decanters, imported from Italy, in the forms of a penguin, cat, pheasant or whale could add sparkle to any private bar. The decanters are filled with delicious rose wine.

Wine fanciers are invited to browse the wine room. Imported and domestic wines are displayed on specially designed racks. The graceful chandlier, rose and amber recessed spotlights in the walnut paneled drop ceiling lend the proper atmosphere to the wine room. Chilled wines are within easy reach of the customer in the huge walk – in refrigerator which lines one side of the store.

Beer, including imported beers, and cold drinks in individual cans and bottles or six packs are readily accessible from the walk–in. Beer tappers, ready prepared cocktails in pints, fifths or cans, and cold fruit juices are at the customer's fingertips from the gigantic refrigerator.

"Wherever gourmets gather you'll find Usinger's famous sausage." This is apparent at Trophy Liquors where a modern deli case holds Usinger's famous packaged sausage. Flown here from Milwaukee, Wisc. Usinger's sausages are great for sandwiches, snacks and hors d'oeuvres.

Anderson's dairy products, eggs, milk, sour cream, cottage cheese, are also to be found in the deli section. Packaged cold meats, kosher pickles, sweet red peppers, a variety of cheese are just a few of the snack time items available. Many delectable hors d'oeuvres tempters, dips and spreads are on hand to help make any party perfect.

With the approach of summer and house guests on their way the smart hostess keeps a supply of emergency frozen dinners on hand. Trophy Liquor's frozen food case has them available as well as ice cream and other items that can be prepared at a moments notice.

The entire merchandising of Trophy Liquors is under the supervision of Weitzel who has 20 years experience in the grocery and liquor industries. Formerly manager of the liquor department of a Southern California super market Weitzel and his wife moved to Incline Village in February.

The couple invites everyone to pay a friendly visit to Trophy Liquors.

BOTTLE FANCIERS – Bottle collectors and those seeking unique gifts or conversation pieces for their bars can find a variety of items at Trophy Liquors, 889 Tahoe Blvd., Incline Village. Merrilyn Weitzel displays a few bottles from her private collection. Other Jim Beam Bottles are available for sale. Gift wrapping is one of the store's many services.

Incline Cleaners Gives Efficient 1-Day Service

When you've got a plant located right on the premises, and a guy like Jim Bloomer and his wife Irene as managers, it's a cinch you're dealing with a firm that's reliable.

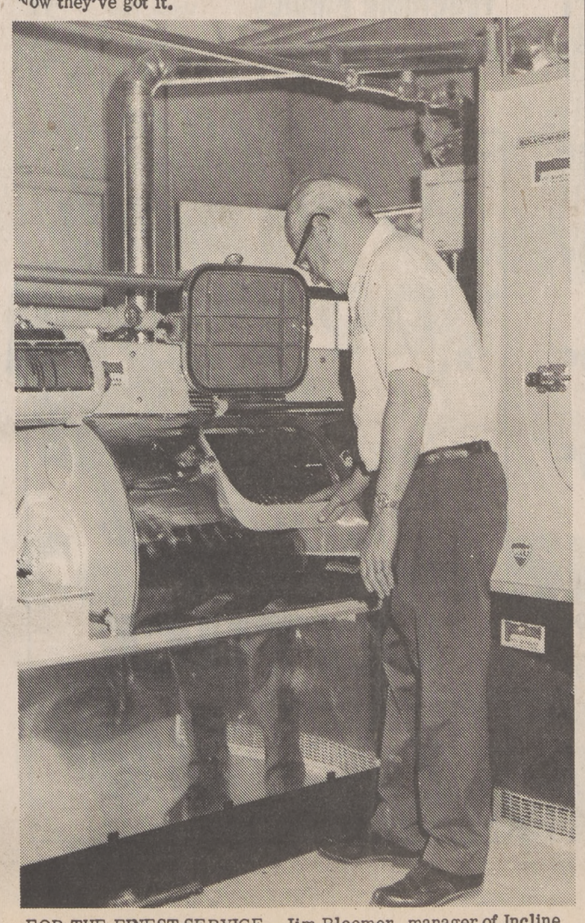
The Bloomers manage Incline Dry Cleaners and Shirt Laundry, located at 899 Tahoe Boulevard, Incline Village.

Open from 8 a.m. to 6 p.m. weekdays, the Bloomers believe the people of the area have long needed – a one–day service. Now they've got it.

If experience counts, Bloomer has it. He worked in the Alhambra and Southern California area for 45 years in the cleaning business and moved to Incline early in March.

He and his wife fell in love with the scenic, picturesque beauty of the North Shore and Incline and wanted to establish a business here.

Incline Dry Cleaners and Shirt Laundry Opened its doors April 24.



FOR THE FINEST SERVICE – Jim Bloomer, manager of Incline Day Cleaners and Shirt Laundry handles each article with care for the finest and most efficient service. One–day service is his specialty, with the plant located on the premises at 899 Tahoe Boulevard, open from 8 a.m. to 6 p.m. weekdays.

Announcing

OPENING

INCLINE DRY CLEANERS & SHIRT LAUNDRY

★ MODERN DRY CLEANING PLANT AND SHIRT LAUNDRY
★ Regular Two Day Service or One Day at No Extra Charge.
★ Offering Service and Quality.
★ Located at 889 Tahoe Boulevard, Incline Village, Nevada. Telephone 831-1672.

OPEN MONDAY THRU SATURDAY
8 AM - 6 PM

Come in and meet Jim and Irene, Managers

INTRODUCING

Trophy Liquors

889 Tahoe Blvd., Incline Village, Nevada - 702–831-1200

STORE HOURS
SEVEN DAYS A WEEK
11 a.m. to 11 p.m.

Come Browse Our Wine Room *Chilled Wines*

Crown Russe VODKA
80 PROOF
Half Gallon **6.99**
Case 41.89

Calvert Gin
90 PROOF
Fifth **2.99**
Case 35.79

Black and White SCOTCH
86 PROOF IMPORTED SCOTCH
Full Quart **7.19**
Case 86.28

Popov Vodka
80 PROOF
Full Quart **3.59**
Case 43.00

EARLY TIMES
86 Proof Straight Bourbon
Full Quart **4.99**
Case 59.79

CHAMPAGNES WINES-Domestic

- Korbel
- Almaden
- Paul Masson
- Le Domaine
- Bollinger
- Beaulieu
- Jacques Bonnet
- Cordon Rouge
- Charles Krug
- Almaden
- Paul Masson
- Inglenook
- Beaulieu
- Taylors
- Louis Martini

IMPORTED WINES

- Cruse Chateau D'Issan 1962 BORDEAUX **6.89** 5th
- Beameister Liebfraumilch **2.59** 5th
- Harvey's Bernkasteler 1962 REISLING **2.35** 5th
- Ruffino Chianti 1965 ITALIAN **2.85** Qt.

10% OFF CASE LOTS OF WINE AND CHAMPAGNE

ALL PRICES SUBJECT TO 3% STATE SALES TAX

Anderson Dairy Products

- BUTTER
- EGGS
- COTTAGE CHEESE
- HALF & HALF
- ICE CREAM
- SOUR CREAM

Trophy Liquors
889 Tahoe Blvd., Incline Village, Nevada - 702–831-1200

Come Browse Our Wine Room *Chilled Wines*

- Fine Wines
- Gourmet Deli
- Frozen Foods
- Ice Cubes
- Unusual Gifts
- Gift Wrapping
- Chilled Wines
- Master Charge

Usinger's SNACK SIZE TREATS
in consumer size saran packages

831-1200
Ad Effective May 7 thru 13

Past, Present, Future Of Nevada Discussed In Book

Special to the Tribune

"Nevada's Southern Economy" – a new book available through the University of Nevada, Reno—is a must for those interested in the past, present and future of Nevada's southland.

Potentials in air freight and warehousing, development of the Nevada Test Site, the industrial complex at Henderson, minerals, and electrical water projects are among the subjects covered in the research report authored by Dr. Albin J. Dahl, associate professor of economics at the university in Reno.

The book is Dr. Dahl's third report in a series of eight published by the College of Business Administration and the Bureau of Business and Economic Research of the University of Nevada, Reno. The series deals with basic resources in Nevada, problems of their development and other topics.

Dr. Robert C. Weems Jr., dean of the College of Business Administration and director of the Bureau of Business and Economic Research, says of Dr. Dahl's work: "One of the problems of southern Nevada is the concentration of economic activity and expansion into a few select types of activities. Dr. Dahl's review of the potential of the area should be of value to those who would like to see created a broader economic base to accompany the rapid increase in the service and scientific technology industries."

The work concentrates on the counties of Clark, Esmeralda, Lincoln, Mineral and Nye. Tourism is recognized as the leading economic factor in these Southern counties, but much of the book is devoted to development in the areas of supersonic transport, air freight, free port warehousing, mineral resource development, electrical and water projects, manufacturing and Nevada Test Site activities.

"It looks to this writer that there is a great potential for the development of the Las Vegas area as a center of supersonic transportation and air freight," Dr. Dahl says. "Since supersonic transport (SST) has had a setback, it seems air freight should be given first attention."

Dr. Dahl says that since SST will not be operating on a significant scale until about 1975, development of Las Vegas as an air freight center would be advisable. A commercial version of the huge military cargo C5-A jet is expected to be operational by 1970.

Howard Hughes' investment in land around McCarran International Airport is noted in a section on the importance of Hughes to air flight developments. Hughes' air-related investments, interest in SST and announcement of plans to establish an aircraft supermarket are covered in the book.

Free Port potential is another area which the author feels could be further developed. Dr. Dahl recounts accessibility of Southern Nevada to railroads and freeways and notes proximity to major markets in southern California. Suggested policy changes and a sketch of how the present Free Port law developed are reviewed in the 123-page paperback.

Mineral resources which are being successfully developed and future development of minerals which are now marginal are treated in detail in a chapter on Southern Nevada Mineral Resources and Industrial Development.

Henderson's production of chemicals, titanium sponge and ingots and hydrated lime is discussed in detail. Other mineral resources of importance are sketched, with gypsum reserves in Clark and Lincoln counties seen to be of increasingly greater economic significance.

Lithium carbonate, brucite, magnesite and silica are treated among the more important minerals, while explorations for metallic minerals in all five counties are noted.

The basic economic resources, water and electricity, are discussed as the author reviews the Southern Nevada Water Supply Project, the Mohave Project and the Pacific Northwest-Southwest Intertie. It is noted low-cost hydroelectricity has made possible industrial development in Henderson. Construction of generating stations on a regional project, such as the Mohave Project, opens even more opportunities for processing raw materials in Southern Nevada, Dr. Dahl feels.

Long-run potential in Nevada manufacturing is rated good by the author. He notes as other areas become overcrowded, manufacturing advantages shift to Nevada. Manufacture of such items as scientific instruments, electronic equipment and plastic products is suggested.

The Nevada Test Site is also reviewed in "Nevada's Southern Economy." Detailed discussion of Atomic Energy Commission development of the site and how underground tests are prepared right down to safety factors are included in the book. A look at Plowshare, peaceful use of nuclear weapons, rounds out the atomic industry discussion.

The book may be purchased for $2.50 per copy from the Bureau of Business and Economic Research, University of Nevada, Reno.

Expenditures For Schools Have Doubled

SACRAMENTO – During the past 10 years California has doubled its expenditures for schools while enrollments have increased 40.8 per cent and the cost of living 12.5 per cent.

Per pupil costs are going up must faster in the past few years than in prior years and the pressure of rising education costs is the major factor in increased taxes for state and local government.

These are conclusions from "Educational Finance in California, 1959-60 to 1969-70" a Cal-Tax Research Bulletin just released.

Schools spend 52.2 per cent of the total of property taxes in the state, rising from $948 million in 1959-60 to $2,449 million in 1968-69.

While property tax levies were increasing 100 per cent for schools, the state increased its aid to schools 60 per cent and the federal government by 300 per cent. Property taxes remain the largest single source of revenue for California schools.

Four Lanes Will Open This Month

A 7 1/2-mile section of four-lane freeway on U. S. 50 west of Placerville will open to traffic May 21, according to District Highway Engineer W. L. Warren of the State Division of Highways.

A ribbon-cutting ceremony is being planned, Warren said, by the National U.S. 50 Federation, the Highway 50 Association and the El Dorado County Chamber of Commerce.

The new freeway unit has been under construction over unimproved land north of the existing two-lane highway for about two years. It extends from Shingle Springs Road to Missouri Flat Road just west of Placerville connecting there to a four-lane expressway.

Motorists will have four lanes of expressway or freeway for 30 miles all the way from Shingle Springs to Riverton as soon as the ribbon-cutting is complete

SAFEWAY

GET MORE FOR YOUR

CUT-UP FRYERS lb. 34c

Trophy, U. S. Gov't Inspected
Separated For Your Convenience

More Great Values from our Meat Department!

Boneless Chuck	USDA Choice Beef Delicious Pot Roast—lb.	79c
Lunch Meats	Safeway Brand ½-lb. Pkg.	39c
New York	BONELESS USDA Choice Beef—lb.	$1.99
Perch Fillets	Precooked A Fish Treat—lb.	69c
Top Sirloin	BONELESS USDA Choice Beef—lb.	$1.69
Beef Liver	Uniformly Sliced—lb.	59c
Pork Sausage	Morrell 1-lb. Pkg.	49c

Plus Great Weekly Specials, Safeway Has
EVERYDAY LOW PRICES!

Cigarettes	Regulars, Kings & Filters Carton plus tax	$3.29	Applesauce	Highway 16-oz. Can	6 for $1
Cigarettes	100 MM's Carton plus tax	$3.39	Fruit Cocktail	Del Monte 30-oz. Can	45¢
Contac Capsules	Cold Remedies 10-count Pkg.	99c	Golden Corn	Libby, Cream Style 17-oz. Can	22c
Alka Seltzer	Tablets 25-count Bottle	57c	Pork & Beans	Van Camps 31-oz. Can	29¢
Hair Spray	Aqua Net, Reg. or Super 13-oz. Can	59c	Canned Milk	Lucerne 14½-oz. Can	7 for $1
Deodorant	Arrid, Extra Dry 8.8-oz. Can	$1.53	Baby Food	Heinz Regular Jar	4 for 45¢
Razor Blades	Gillette, Stainless Super 5-count Pkg.	69c	Liquid Detergent	Par 32-oz. Bottle	49¢
Aspirin	Bayer—100-count Bottle	88c	Clorox Bleach	½-gallon Bottle	39¢
Paper Napkins	Zee Tropic Tone 60-count Pkg.	2 for 27¢	Hunts Catsup	14-oz. Bottle	25¢
Corn Flakes	Safeway—18-oz. Pkg.	42¢	Pinto Beans	Town House 2-lb. Pkg.	33¢
Cheerios	Go-Power Cereal 10½-oz. Pkg.	45¢	Crisco Oil	24-oz. Bottle	49¢
Cream of Wheat	Quick, Reg. or Inst. 28-oz. Pkg.	53¢	Margarine	Imperial, Soft 1-lb. Pkg.	42c
Soda Crackers	Nabisco, Premium Snowflake—1-lb. Pkg.	34c	Biscuits	Mrs. Wrights Buttermilk or Sweet Milk—8-oz. Tube	9c
Hydrox Cookies	Sunshine 11½-oz. Pkg.	39c	Orange Juice	Bel-Air, Frozen Sweet or Un-sweet—6-oz. Can	24c
Apple Juice	Town House 46-oz. Can	49¢	Tomato Juice	Del Monte 46-oz. Can	3 for $1

Delicious TROUT
Catch your limit here!

lb. 59c

Fried Chicken
Banquet's Finest
Ready to Heat & Eat
Have Some Tonight
2-lb. Pkg. $1.69

Beef Tongue 59c
A tasty treat—lb.

Chuck Steak	USDA Choice Beef —lb.	73c
Ground Chuck	Fresh Ground —lb.	79c
Fryers Parts	Manor House Breasts, Thighs, Drumsticks —lb.	69c
Variety Pak	Safeway Brand 12-oz. Pkg.	79c
Sliced Bologna	Oscar Mayer 12-oz. Pkg.	68c
Shrimp & Crab	Captains Choice Cocktail 4-oz. Pkg.	3 for $1

Tomato Wedges	Del Monte 16-oz. Can	3 for $1
Beanee Wienees	Van Camps 8-oz. Can	29c
Unsalted Margarine	Chiffon 1 lb. Pkg.	49c
Waffle Cuplets	or Cones—Nabisco 24-ct. Pkg.	27c
Kleenex Tissue	White & Assorted 200-2-piy Pkg.	3 for $1
Facial Tissue	Kleenex Boutique 140-Count Pkg.	3 for $1

FROZEN FOOD VALUES

Grapefruit Juice	Treesweet 6-oz Can	4 for $1
Turnover	Pepperidge Farm—Apple, Blueberry, Cherry—11-oz. Pkg.	49c
Vegetable Medley	Marshburn Farms 1½-lb. Pkg.	49c
Potatoes O'Brien	Ore-Ida 1½-lb. Pkg.	43c

Strawberries
Select, Luscious Ripe Berries
Picked in the early morning and rushed to Safeway to insure the finest flavor ever.
Great Low Price!
4 BASKETS 89c

Avocados	California Fuertes	2 for 39c
Gold Corn	Large, Fresh Ears	5 Ears 49c
Pineapple	Vine Ripened	Each 59c
Watermelon	Red, Ripe	lb. 10c

YELLOW ONIONS	Medium Size Mild Flavor	lb.	10c
GRAPEFRUIT	Coachella Valley White Marsh Seedless Jumbo	5 for	59c
FRESH ITALIAN SQUASH		lb.	25c
ORANGE JUICE	Safeway Brand ½-Gallon Carton		95c
JUMBO DRIED PRUNES		lb. Pkg.	39c
SUNKIST LEMONS	An Iced Tea Must	3 for	25c

LETTUCE
Crisp, Fresh, Solid Heads
2 HEADS 39c

SOUTH LAKE TAHOE AND TRUCKEE STORES ONLY

Baring Offers Ray Of Hope For Livestock Owners

WASHINGTON, D.C.– Congressman Walther S. Baring of Neveda said he is encouraged and sees a ray of hope for livestockmen in the western states as the Department of Interior continues to review the protests against the department's earlier announcement of an increase in the grazing fees on public lands. Congressman Laurence Burton of Utah joined Baring in the statement.

Both representatives issued strong protests against the fee raise calling it disastrous during congressional hearings in the house in March. Baring, as chairman of the Interior Subcommittee on Public Lands, headed the investigation.

"But there is an optimistic feeling among members of my Public Lands Subcommittee that some form of an agreeable report from the Interior Department may be filed soon," Baring said after hearing testimony this past week from the assistant secretary for Public Land Management, Harrison Loesch, of the Interior. The two congressman quoted Loesch as saying, "The western livestock industry might be real surprised at our decision."

Baring said Loesch indicated that interior is now awaiting the outcome of an Alburquerque, New Mexico, suit filed against the department of interior and agriculture orders to raise the grazing fees eleven cents per animal unit per month for 1969. The order, originally set into action by the outgoing Johnson Administration, also called for an escalation of this same cost per year for the next ten years until the final figure to livestock users of public lands reaches $ 1.23.

Baring further stated he has received the promise from Loesch and Interior Secretary Walter J. Hickel that the department has "plenty of solid testimony in support of lowering the grazing fees or preferably rescindning them, and that Interior is committed to a complete review of the matter."

"In light of this," Baring said, "I am encouraged but will continue to watch this matter closely."

Stew Additions

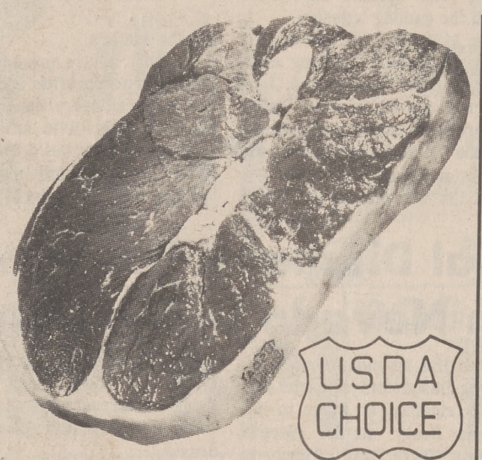
To vary beef stew, vary the cooking liquid. You may use bouillon, tomato sauce, canned or fresh tomatoes, vegetable cocktail beverage, tomato juice, beer or wine.

New Hors d'ouevres

A delightful hors d'oevre is made this way: sandwich two halves of a large pimiento-stuffed green olive with a piece of cheddar cheese. Wrap in bacon and bake in a very hot oven until bacon is crisp.

Baring and Burton, along with other western state representatives, have introduced legislation calling for the rescinding of the fees and for the administration to await the outcome of the Public Land Law Review commission which is investigating all aspects of the use of federally owned lands. The Commission of which, Baring and Burton are members is to report its findings and recommendations to the President and Congress in the summer of 1970.

MEAT MONEY...at SAFEWAY!



STEAK
Full-Cut Round
USDA Choice Beef
USDA Choice Roast
Sirloin Tip..lb. $1.09
POUND **99c**

RIBS
Pork Spareribs
Fresh, Lean Pork
Great for BBQs
Have some tonight
POUND **69c**

BACON
Smoked Slab Bacon
Lean and Meaty
Sliced, Lb. 69c
POUND **59c**

FRANKS
All-Meat Franks
Safeway's Own
A tasty treat.
Great with
Sauerkraut
1-LB. PKG. **56c**

C & H Sugar Pure Cane 5 Lb. Bag **49c**

Crisco SHORTENING The Vegetable One 3 Lb. Can **69c**

Bath Tissue BROCADE 4-Roll Pkg. 3 for **$1**

Detergent NEW DRIVE, 10c OFF "Eats Dirt" Giant Pkg. **69c**

Diet Cola CRAGMONT or Regular Cola 16-oz. Bottle 6 for **39c**

Dial Soap Regular Bar (Bath Bar, 5 for $1) 6 for **$1**

Dog Food VETS 15½-oz. Can 12 for **$1**

$3.99 LIQUOR VALUES
Available at Licensed Safeway Stores Only

Bourbon Deluxe	80 Proof Fifth	$3.99
Winners Cup Scotch	80 Proof Fifth	$3.99
Cream of Kentucky	80 Proof Fifth	$3.99
P. M. Blended	80 Proof Fifth	$3.99
Gilbey's Vodka	80 Proof Fifth	$3.99
Sunnybrook Blend	80 Proof Fifth	$3.99
Wolfschmidts Vodka	80 Proof Fifth	$3.99

COFFEE
Safeway Pre-ground 2-lb. Bag **$1.09**
(1-lb. Bag 55c)

Folgers Coffee	Reg. Drip or Fine 1-lb. Can	78¢
Folgers Coffee	Reg., Drip or Elect. 2-lb. Can	$1.56
Folgers Coffee	Reg. or Elect. 3-lb. Can	$2.34
MJB Coffee	Regular 3-lb. Can	$2.34
Maxim Coffee	Freeze Dried 8-oz. Jar	$1.78
Instant Coffee	Folgers 6-oz. Jar (10-oz. Jar $1.48)	98c

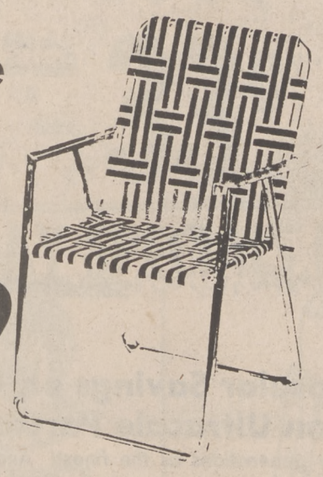
Ice Milk
Lucerne, Vanilla, Strawberry, Chocolate, Triple Treat.
½ Gal. **49c**

Homogenized Milk	Lucerne ½ Gallon	54¢
Buttermilk	Lucerne ½ Gallon	45¢
Sour Cream	Lucerne Pint Carton	35¢
Cottage Cheese	Lucerne—Quart (Pint, 35c)	69c
AA Butter	Lucerne, 1st Quality Lb. Pkg.	79¢
5c OFF	Safeway Monterey Jack Cheese—12.oz. Pkg.	

10c SALE!

Lemonade	Scotch Treat 6-oz. Can	10c
Napkins	Silk 60-Count Pkg.	10c
Animal Cookies	Busy Baker 2-oz. Pkg.	10c
Fruit Drink	Pineapple-Grapefruit Del Monte—6-oz. Can	10c
Herb-Ox Cubes	Vegetable, Beef or Chicken, Pkg.	10c
Toothpicks	Round 250 Ct. or Flat 750 Count Pkg.	10c
Kool Aid	Presweetened Pkg.	10c
Sno-White Salt	Plain or Iodized 26-oz. Pkg.	10c
Pot Cleaner	Chore Ready Each	10c
Green Beans	Mission Cut Buffet Size	10c

Aluminum Frame
LAWN CHAIR
Buy now and be prepared for the warm summer nights.
EACH **$2.99**



Matching Chaise Lounge Buy both, you can't go wrong, ea. $5.99
AVAILABLE AT MOST STORES

FRESH GRADE AA
EGGS
Cream O' the Crop
MEDIUM Dozen Carton ..... 3 FOR $1
LARGE Dozen Carton ..... 39¢
Extra Large Dozen Carton 42¢

FUNK & WAGNALLS ENCLYCLOPEDIA available at **SAFEWAY**
Details In Store

NOXEMA MENTHOL
Shaving Cream
Great Value at Safeway Discount Price
6¼-oz. Can **79c**

Carnation Slender Great for Dieting 4 Envelopes per Pkg. **79c**

HOME-FRESH FROM OUR OWN BAKE SHOP
Mother's Day CAKE Large 8" Cake Decorated with an Orchid on Top **$1.19**

Potato Dinner Rolls Dozen Pkg. 29c
Assorted Danish Pastry Each 10c

SAFEWAYS
PLUS BLUE CHIP STAMPS
Prices Effective May 7th thru May 10th

SOUTH LAKE TAHOE AND TRUCKEE STORES ONLY

Designation Of Historic House O.K.

CARSON CITY – The Nevada State Parks Division has officially designated historic old Humboldt House to be added to the growing list of sites recognized as important in the early history of Nevada.

An official sign detailing the history of Humboldt House is being prepared for placement by the State Highway Department which is also preparing plans for a roadside rest area at the site.

Officially designated as Historical Site No. 23, the Humboldt House marker was requested and will be sponsored by the Northeastern Nevada Historical Society of Elko.

Situated between Imlay and Rye Patch in Pershing County, Humboldt House first became known as a point of departure from the overland route to Humboldt City, Prince Royal and other mines in the area.

A veritable oasis in the inhospitable desert country, the site became famous as a stopping place on the Central Pacific Railroad where passengers could dine in the days before dining cars were added to passenger trains.

Humboldt House soon gained a reputation as one of the best of the early dining spots along the transcontinental route, and was well known for its excellent water and the varieties of fresh fruit and vegetables offered to travelers.

Earlier, the merits of the location had been recognized by William "Hill" Beachey who established a stage station on the spot in 1866.

The railroad was completed as far as Humboldt House in Sept. 1868, and, as a center of hospitality, the facility flourished from 1869 until 1900.

Historical Marker Dedication

CARSON CITY – Historical marker No. 60 will be dedicated on Veterans' Day, May 17, and placed by the Highway Department in the roadside rest on the northern edge of the community, according to Eric Cronkhite, administrator of the parks division.

Sponsored by E. Clampus Vitus, the memorial has been completed at the state prison, and is ready for delivery to Hawthorne.

It is the now–standard type of engraved aluminum sign supported by a steel frame.

Information for the legend was suggested by citizens of Hawthorne and approved by the Nevada Historical Society.

The legend traces the history of the city from its founding in 1881 as a junction of the Carson–Colorado Railroad with stage lines serving Aurora, Bodie and other early mining camps.

Designated the seat of Esmeralda County in 1883, Hawthorne flourished for two decades, followed by a recession.

But in 1926, the explosion of a U.S. Naval ammunition depot in New Jersey brought about its replacement near Hawthorne, and a return to life of the depressed community.

Since 1911 the city has been the seat of Mineral County, and more recently the base for much boating and fishing activity on Walker Lake.

Snow Items

On March 21, 1874, the snow at Meadow Lake City was of the depth, on a level, of thirty feet. Only one family lived in that snow covered town, and that family had on hand plenty of supplies for six months to come. On the plaza in Truckee the snow averaged six feet. At the Summit it was eighteen feet on the level. At Cisco, fourteen feet and at Emigrant Gap eleven feet. At Onion Valley, Placcer county, twenty–eight feet deep; at the head of Independence Lake, ten feet. Thirty–five hundred trout were caught through the ice that Winter at Independence Lake.

STPUD Engineer Hits Estimates

Home owner residents in El Dorado County between Emerald Bay to Sugar Pine Point are getting "horseback estimates," according to Bob Fesler, president of the South Tahoe Public Utility District's Board of Directors.

A "horseback estimate" is defined simply as the type someone might make while galloping through the countryside pointing here and there and estimating on the run.

Harlan Moyer, district engineer, said STPUD could save taxpayers "at least $100,000" if the three state parks in the controversial area could be sewered by the South Tahoe Public Utility District, "because this district has a completed sewage treatment and export system- a proven facility, where the costs are known- both capital and operating."

Moyer said Tahoe City Public Utility District (TCPUD) has proposed a temporary treatment and disposal facility "which they (TCPUD) admit will last five or possibly 10 at the most years."

"Their costs are estimated- and we at STPUD do not believe sufficient engineering has been completed to make accurate estimates of the total cost, based on information they have presented at previous (last fall) public meetings," Moyer added.

Moyer's signature was on a letter which STPUD approved at its meeting Thursday night, addressed to Mark Nielson, executive Officer of the El Dorado County Local Agency Formation Commission (LAFCO) in Placerville, outlining STPUD's costs.

Information contained in the letter was prepared and submitted to the State of California on several occasions in the past two years, but with no action taken on the part of the state agencies.

Job Corps Closures Questioned

SACRAMENTO – Assemblyman Edwin L. Z'berg, D-Sacramento, has introduced an Assembly Concurrent Resolution requesting President Richard M. Nixon to intervene in the closing down of 59 Job Corps Centers throughout the country, including eight of the nine California Job Corps Centers.

Z'berg stated, "That while there may be some merit in the reorganization of the Job Corps Center proposal by President Nixon, he must be very careful that the government does not go about this reorganization in a manner that will lead the people to lose faith even in the new program."

"Present centers should not be closed down sending thousands of young people back to the ghetto right before summer when jobs are hardest to find, but rather the present centers should be maintained until new facilities are developed and an orderly transition can take place," Z'berg continued.

"Keeping the centers open would not only continue to provide education and training for thousands of young people, but also might very well save the country more in sheer dollars and cents," he said.

"For example," Z'berg noted, "is the purported closing of the only urban Job Corps Center for men in California at Camp Parks."

George P. Shultz, secretary of Labor, attacked Parks Job Corps Center, second largest center in the country, as having the highest operating costs per corpsman.

Assemblyman Z'berg stated, "I have been informed that Secretary Shultz used the 1966 operating costs which were high for that year because of new training programs and purchase of new equipment as his basis of attack on the Parks center. If this is so, then Secretary Shultz has misled the President by not using 1969 operating cost figures to present his case."

Z'berg said, "The 1969 estimated costs per corpsman is over $3,000 lower than the 1966 estimatec cost which means Parks has the second lowest operating cost per corpsman in 1969."

Nugget Now Featuring Williams

The dazzling pianistic prowess of Roger Williams and the sensational singing, dancing and instrumental presentations of the Osmond Brothers are featured twice nightly and three times Saturdays in the 750-seat Circus Room Theater Restaurant of John Ascuaga's Nugget in Sparks.

In his premier engagement at the Nugget, Williams presents his piano wizardy and crackling, low-key wit and humor to the patrons' delight. The internationally acclaimed artist is noted for his ability to interpret the "big beat" as well as serene selections.

"Variety is the spice of life," says Roger, and "Mr. Piano" has been presenting his intricate ivory magic one moment on involved classics, and the next, a quiet ballad. His dextrous fingers dance on the piano keyboard to the tune of his three-million seller, "Autumn Leaves," and many other numbers equally outstanding.

The multi-talented Osmond Brothers team with Williams during this engagement and feature their barbershop singing, their lively dancing and accomplished musicalistics.

The Sam Donohue Orchestra, and the Nuggets' own performing pachyderms, Bertha and Tina, round out the evening's entertainment.

Promptness Urged For Renewals

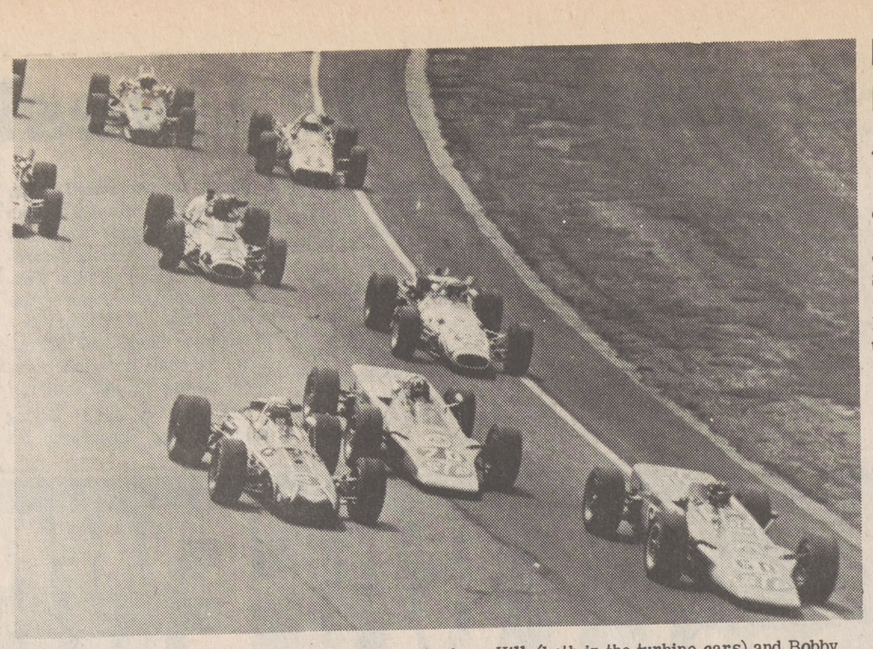
SACRAMENTO – Californians whose drivers' licenses will expire during the next five months can avoid an anticipated license renewal logjam by not waiting until their birthdays to renew their licenses.

Explaining the desirability of prompt action, Verne Orr, Department of Motor Vehicles director, said:

"Regular California drivers' licenses used to be good for five years. But effective Sept. 17, 1965, they were made renewable every four years. Therefore, beginning Sept. 17, 1969, the first group of drivers with expiring four year licenses will have to renew and the last group of drivers with expiring five year licenses will be renewing at the same time. During this year – long period of overlapping, if everybody came in exactly on his birthday when the renewal is due, DMV would be handling close to a double load of license renewals. We intend to do this with a minimum increast in staff."

Orr said that many motorists can escape the overlap period by renewing early. "The law permits anyone to renew his license up to six months ahead of his 'renewal birthday' and still have his new license dated four years from that birthday," he said. "Anyone, whether his license expires in four years or in five, can avoid congestion at the renewal counters by visiting a DMV office today, he added.

Orr also reminded motorists that any driver who renews his license more than 90 days late will automatically be given the road test in addition to the written and eye tests, and will be issued a license good for only three years.



NECK-AND-NECK AT INDY – Joe Leonard, Graham Hill (both in the turbine cars) and Bobby Unser on the outside, started the 1968 Inday 500 in a dead heat. Neither of the turbines finished the race, but Unser won. All three drivers will be back for another crack at the prize when the 1969 Indianapolis 500 beams into the High Sierra Theatre of Hotel Sahara-Tahoe and John Ascuaga's Nugget in Sparks via MCA-TV's live closed circuit telecast on May 30. For advance reservations write: Indy 500, c/o Public Relations Department, Hotel Sahara-Tahoe, Stateline, Nev. or Inday 500, c/o John Ascuaga's Nugget, Sparks, Nev. beginning May 10.

Sahara-Tahoe, Ascuaga's Nugget To Show 500 Race

RENO – Northern Nevada has again been selected for presentation of the closed-circuit telecast of the Indianapolis 500 – mile race, Memorial Day, Friday, May 30.

Music Corporation of America – TV, originator of the television special, announced veteran race driver and show producer Mel Larson has again been awarded promotional rights in this area for auto racing's most prestigious event.

Larson stated the same luxurious showrooms will be used for the 1969 presentation: Sahara-Tahoe Hotel's High Sierra Theatre Showroom in Lake Tahoe and the Circus Room of John Ascuaga's Nugget in Sparks – adjacent to Reno.

Ticket requests are now being accepted by mail in advance of actual location sales at the Sahara-Tahoe and the Nugget.

Ticket orders should be sent to Indy 500, c/o Sahara-Tahoe, Stateline, Nev., or John Ascuaga's Nugget, Sparks. Reserved table and booth seating is $6 and $8. Preferential seating in the forward section known as "Celebrity Circle" is priced at $10.

"MCA-TV will have 15 cameras at the Indianapolis Speedway in order to provide close-up action from start to finish," Larson said. "Watching on closed-circuit TV is actually better than watching the race from the Speedway stands since you can see the race all the way around the track."

This year, for the first time, two giant IBM Graphic Display computer units will be utilized to bring audiences instantaneous race data never before available, such as: position of leaders and average speeds, position of trailing vehicles, individual vehicle data, pit stop and other information.

Pre-race coverage will begin at 8:30 a.m. (N. Nevada time) on Friday, May 30. The race itself will get under way at 9 a.m.

There will be no home television of the Indianapolis race.

Last Chance For Nevada Bio Courses

RENO – University of Nevada students will have their last chance to take general botany or general zoology courses this summer.

After the June 12-July 18 summer session offerings of Botany 103 and Zoology 103, a new science series will be initiated.

Presently, catalogs allow the general botany or general zoology courses to satisfy introductory biology requirements in accordance with degree requirements.

Following the summer session the general courses will be phased out.

BOAT SALE! Big savings are yours in today's Classified Ads. Get yours before the rush is on.

Baumann Gets Employment Job Boost

CARSON CITY – Appointment of Wesley O. Baumann of Carson City as administrative services officer of the State Employment Security Department was announced last week by Lee H. Burnham, executive director of the state agency.

Baumann will be responsible for all administrative services functions of the Employment Security Department, including fiscal and office operations, staff development, data processing and manpower information.

Baumann entered the state employment agency in 1967 following a 26-year Navy career from which he retired with the rank of Commander.

He is a native of Fallon, and a graduate of Churchill County High School.

He joined the Nevada State Employment Security Department in 1967 as a management analyst and was appointed executive secretary for the Cooperative Area Manpower Planning System in 1968.

He and his wife, Lorraine, have two sons, Richard, 23, a medical student at Pacific University, Oregon, and James, 20, a student at the University of Nevada.

Boy Kills Bear

In 1873; Wm. Roberson, a lad of 14 years, while out hunting in Ewer's Valley, near the head of Prosser creek, was confronted by a cinnamon bear. Nothing daunted, the boy aimed with his rifle, and put a ball through bruin's heart. The animal weighed about 200 pounds. Young Roberson procured help and dragged bruin to the mill of Roberson & Machomick, on Alder Creek.

Death Takes John Harrah

John Harrah, 86, a summer resident of the South Shore of Lake Tahoe for the past 10 years, died Thursday in Phoenix, Ariz. He was the father of Reno and Lake Tahoe casino owner William Harrah.

JOHN HARRAH

In addition to this son, Harrah is survived by his widow, Florence, of Phoenix; a daughter, Mrs. George (Margaret) Schroeter, Los Angeles; and four grandchildren, two of which are John and Tony Harrah.

John Harrah was born in 1882 in Newton, Iowa. In the early 1900s he moved to South Pasadena. He and his son operated a "Circle game" in Venice, Calif. in 1934 and in 1937 the younger Harrah moved the game to the Reno Area. John Harrah joined his son in Reno 10 years later and became associated with the gaming industry.

In 1955 Harrah's was opened at Lake Tahoe. Not long after the new club was opened, John Harrah moved to Lake Tahoe where he occupied an apartment at the North Lodge next to the club for the summer months. He and his wife moved to Phoenix for the winters.

He was a vice president in Harrah's corporation and served in an advisory capacity to his son. His civic activities included serving as a director of the Douglas County Improvement District for several years.

Hal Diamond Trio Now In Nevada Lodge Date

The Hal Diamond Trio, featuring Basque singer Louis Michel Irigaray, on stage in the Topaz Room at the Nevada Lodge, North Lake Tahoe, to Sunday, May 25.

Singers Hal and Penny Diamond harmonize on a wide variety of songs during their performances. These include both standard and pop tunes of yesterday and today. Penny provides accompaniment on bass, while Hal plays the guitar and drums.

Irigaray, often called "The Shepherd," joins in with songs that have their origin as far back as 1,500 years ago. He also sings songs he has composed himself.

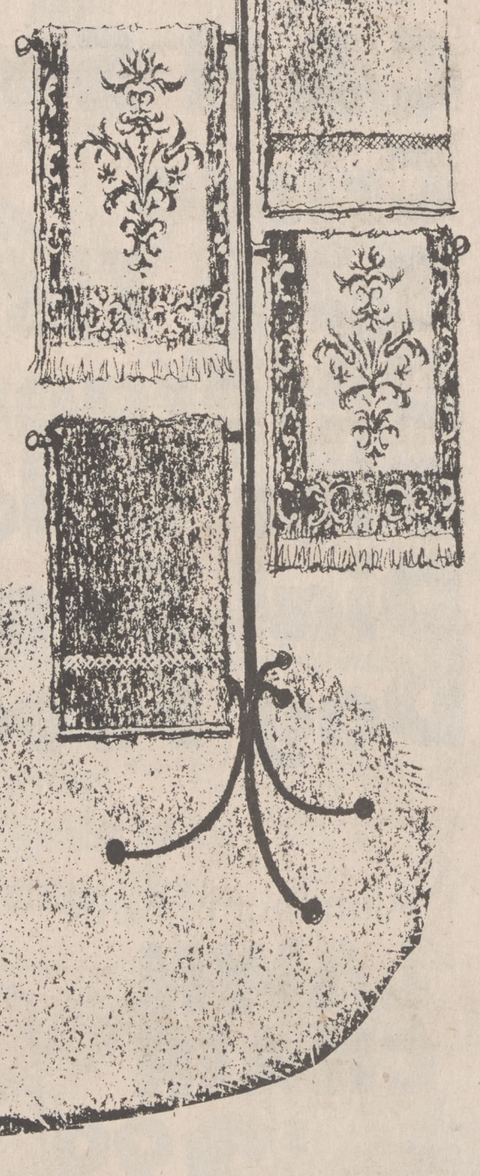
It Pays To Look Well!
INCLINE VILLAGE BARBER SHOP
907 Tahoe Blvd.
—OPEN—
9-6 Mon.-Fri. — 9-5:30 Sat.
INCLINE VILLAGE, NEVADA
Across from Valley Bank
DAVID P. BILGER

HAROLDS RENO
SHOWTIME
THRU MAY 26
JACK BEDIENT
AND THE
CHESSMEN
Also Featuring
DICK WESTON
Aunt Martha

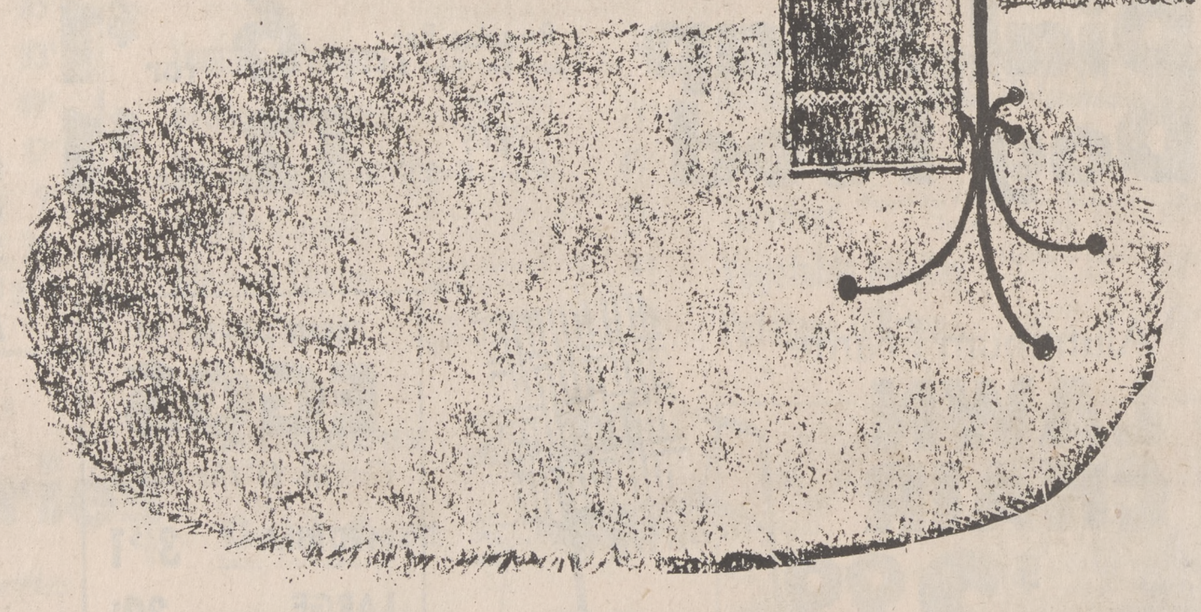
THRU MAY 21
Roger Williams
SPECIAL GUEST STARS
THE
Osmond Brothers
Reservations: 358-2600 SPARKS, NEVADA
John Ascuaga's NUGGET
RENO AREA'S LARGEST
8 RESTAURANTS • 350 ROOMS
COMING MAY 22
CAROL CHANNING

Carson-Tahoe Travel, Inc.
Now Serving
Incline Village and North Lake Tahoe
VISIT OUR MOBILE TRAVEL HOUSE
Parked Every Wednesday 1:00 P.M. - 4:30 P.M. — Rams Head Parking Lot — Tahoe Blvd. — Incline Village
Travel Information — Tours — Cruises
Airline Schedules - Domestic and International
CARSON TRAVEL CENTER 882-3215
TAHOE TRAVEL AGENCY 544-2246

MAY WHITE SALE



HOME FURNITURE
Reno and Sparks — fine furnishings for the home since 1930
Reno Store: Sierra at Island Ave. 329-3151
Shop Friday Night 'til 9:00 p.m.
FREE delivery within 150 miles
Use Home Furniture's Revolving Charge



Special Savings on Regal's Zefran "Tempo" Bath Rugs
Thick, luxurious bathroom rugs of 80% Zefran® acrylic, 20% nylon . . . resist crushing, always lies flat. Non slip backs. Machine wash, tumble dry. Choose from 16 lovely colors that perfectly match all makes of tow els and bath accessories.

	REG.	SALE
18 x 24	4.50	3.50
24 x 36	6.50	5.50
24 in. rd.	6.50	5.50
27 x 48	10.50	8.50
30 x 54	13.50	11.50
Reg. Lid	3.50	2.50
Long Lid	4.50	3.50

Spectacular Savings on Wamsutta No-Iron Ultracale Percale Sheets
Known for generations as the finest! And you can buy them only at Home Furniture. 186 threads per sq. inch. 50% combed cotton, 50% Celanese Fortrel 7® Polyester . . . never needs ironing!

FIVE FANCY PRINTS IN NO-IRON ULTRACALE
(1) PETITE JARDIN, pretty allover floral in pink, blue, gold
(2) MING TREE, oriental water color effect
(3) COUNTRY FLOWERS, tiny allover flowers on wh te
(4) DANDY CANDY, french, multi-mint stripes
(5) DAISY TALK, multi-toned allover daisies

	REG.	SALE
TWIN, 72 x 104, flat top	6.50	4.70
TWIN, 39 x 75, fitted bottom	6.50	4.70
FULL, 81 x 104, flat top	7.50	5.50
FULL, 54 x 75, fitted bottom	7.50	5.50
QUEEN, 90 x 115, flat top	10.50	7.50
QUEEN, 60 x 80, fitted bottom	10.50	7.50
KING, 108 x 115, flat top	12.50	9.70
KING, 72 x 84, fitted bottom	12.50	9.70
CASES, reg. 42 x 36 . . . pr.	4.50	3.20
CASES, king, 42 x 46 . . . pr.	5.50	3.60

NO-IRON WHITE ULTRACALE
Super-smooth, no ironing

	REG.	SALE
TWIN, 72 x 104, flat top	4.50	3.40
TWIN, 39 x 75, fitted bottom	4.50	3.40
TWIN LONG TOP, 72 x 115	5.50	4.40
TWIN LONG BOTTOM, 39 x 80	5.50	4.40
FULL, 81 x 104, flat top	5.50	4.40
FULL, 54 x 75, fitted bottom	5.50	4.40
QUEEN, 90 x 115, flat top	8.50	6.00
QUEEN, 60 x 80, fitted bottom	8.50	6.00
KING, 108 x 115, flat top	11.50	8.50
KING, 72 x 84, fitted bottom	11.50	8.50
KING, DUAL, 78 x 80, fitted	11.50	8.50
CASES, reg. 42 x 28 . . . pr.	3.20	2.30
CASES, reg. 42 x 46 . . . pr.	3.80	2.70

EAGLE THRIFTY SHOPPING WORLD

YOUR LOCALLY OWNED AND OPERATED ONE-STOP SHOPPING CENTERS

INCLINE VILLAGE — LAKEVIEW SHOPPING CENTER
OPEN DAILY 9 A.M. - 8 P.M.;
SUNDAY 9 A.M. - 7 P.M.

YOU'LL LOVE OUR IN-STORE **BAKERY** AND **SNACK BAR**

Limit Rights Reserved

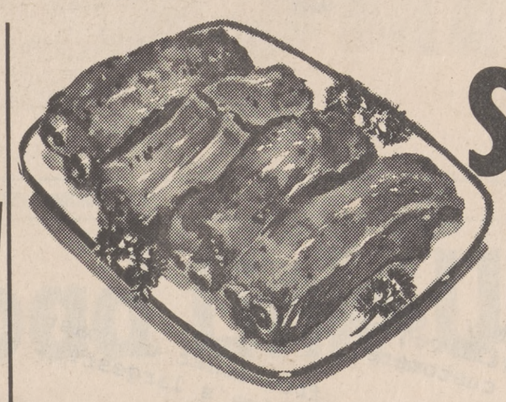
WE HONOR master charge THE INTERBANK CARD

SALE DAYS:
Wed.-Thur.-Fri.-Sat.-Sun.
MAY 7-8-9-10-11-12

KINGSFORD **CHARCOAL BRIQUETS** 10 Lb. **69¢**

HORMEL BLUE RIBBON PORK SALE

PORK ROAST Loin End or Rib End **49¢ Lb**



Country Style **SPARE RIBS** Lean & Meaty **49¢ Lb**

CARNATION **TUNA** 4 FOR $1

YELLOW BOW **ASPARAGUS** No. 300 Cans 3 FOR $1

MORTON'S **SALT** 26 Oz. **10¢**

Bonnie Hubbard **MARGARINE** 6 FOR $1

DOG FOOD DAILY DIET 14 FOR $1

CORONET PRINTED **Paper Towels** Giant Size 4 FOR $1

DESERT BLOOM **HONEY** 5 Lbs. **1.09**

LAURA SCUDDER'S **MAYONNAISE** **39¢**

WHITE KING **DETERGENT** Giant Size **49¢**

Medford—2½ Can **PEARS** 3 FOR $1

Lady Beckwith Elberta **PEACHES** No. 2½ Cans 4 FOR $1

BUMBLE BEE **Tiny Shrimp** 6½ oz. **49¢**

ORCHID—Pieces and Stems—4 Oz. **Mushrooms** 4 FOR $1

KERNS GRAPE JELLY or **Plum Preserves** 20 oz. **39¢**

MD Toilet Tissue 4-Roll Pak 3 FOR $1
Kal Kan Dog Stew 15 oz. 5 FOR $1
Dog Food Kal Kan Burger Round, 16 oz. 5 FOR $1
Dog Food Kal Kan Chicken Parts, 15 oz. 5 FOR $1
Tuna For Cats Figaro, 6½ oz. 7 FOR $1
Schilling Pepper 4 oz. **39¢**
Ripe Olives Oberti Giant Pitted, Tall Can **49¢**
Refried Beans Rosarita, No. 303 5 FOR $1
Scott Place Mats **39¢**
Inst. Potatoes Pillsbury Hungry Jack **59¢**
Dial Soap Deodorant, Bath Size 2 FOR 45¢
Charcoal Lighter Burbolite, Qt. **39¢**

MIRACLE WHITE **HOUSEHOLD CLEANSER** ½ Gal. **1.49**

REESE—8 Oz. **Salad Dressings** **49¢**
REESE TERIYAKI—10 oz. **Marinade Sauce** **49¢**
EASTON—22 Oz. **Spray Starch** **59¢**
MARS FUN SIZE **Candies** 16 oz. **79¢**
SEGO—Pack of 4 **Instant Diet** **69¢**
SALVO—Jumbo Size **Detergent** **2.19**

NABISCO—Spoon Size—18 oz. **Shredded Wheat** **49¢**
APPIAN WAY—12½ Oz. **Pizza Mix** **43¢**
ONE-STEP WOOD FLOOR CARE ARMSTRONG'S—9 oz. Free With 22 Oz. **98¢**
SWEET ID—12 Oz. **Diet Liquid** **1.49**

HUNTS SPECIALS
Whole Tomatoes PEELED—No. 2½ Can
Chili Beans, Stewed Tomatoes, Small Red Beans No. 2½ Cans YOUR CHOICE 3 for **89¢** — 4 FOR $1

DEL MONTE CALORIE SPECIALS
Fruit Cocktail No. 303 — 4 FOR $1
Pineapple Chunks No. 211
Cling Peaches Sliced, Halved, No. 303 — 5 FOR $1
Applesauce No. 303
Grapefruit Sections No. 303 — 3 FOR $1
Apricot Halves No. 303

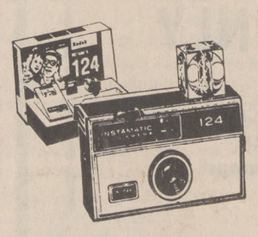
Nabisco Toastettes All Varieties **39¢**

GOLD MEDAL **FLOUR** 5 LBS. **49¢**

GOLD LEAF **EGGS** Med. Grade AA Doz. **33¢**

FOLGER'S **COFFEE** 2 lbs. **1.19**

MOTHER'S DAY SPECIALS FOR MAY 11



KODAK INSTAMATIC 124 **COLOR CAMERA KIT** Includes Film, Flashcube, Batteries. Ready to take Mother's Day Pictures. **13.88**

WEST BEND—10-30 Cup **PERCOLATOR** Model 9308 **8.99**

Avocado or Poppy Red 5-QUART **DUTCH OVEN** By West Bend **7.79**

Lady Go Lightly by REMINGTON
Give her Lady Go Lightly, the truly feminine shaver. Fast est for legs, most comfortable for underarms. It comes in the Pizaaz pack that she can use as a jewelry case, too
14.98

G.E. F91WT **SPRAY-STEAM-DRY IRON**
- 39-Hole Soleplate for Complete Steam Penetration
- GE Double Non-Stick Coating

16.88

CORNINGWARE 10-CUP **ELECTRIC PERCOLATOR** New Medallion Design. Model P-80. 29.95 Val. **19.98**

HAIR DRYER HD-51
- Professionally Styled Hood Raises and Lowers
- Dial Heat Control
- Fast, Comfortable Drying

21.88

Cannon **NYLONS** SEAMLESS—99c Value **69¢ pr.**

HAIRSETTER HCD-1
- Spot Curl or Set Completely
- 18 Nylon Rollers in 3 Sizes

17.88

TWIST BOARDS Latest Waistline Reducer. 5.00 Value **1.99**

Full New Crop Full Basket STRAWBERRIES **25¢** Basket

EAGLE THRIFTY SHOPPING WORLD Garden Fresh **PRODUCE**
Complete Selection Cut & Potted Plants For MOTHER'S DAY

FLORAL QUALITY **MUM PLANTS** Large 6 Inch Pot **1.98**

Assorted Colors Full Blooming **Azaleas** COMPARE AT $6.00 **3.98**

CENTER CUT **PORK CHOPS** Loin & Rib Chops **89¢ lb**

CENTER CUT **ROAST** 2½-3½ Lb. Average **89¢ lb**

Whole or Full Half **LOINS** Backbone Cracked **65¢ lb**

CHUCK STEAKS All Center Cuts **59¢ lb**

OVEN BEEF ROAST Well Aged, Tender **1.09 lb.**

BEEF STEW Boneless Cubes of Beef **89¢ lb**

TURKEY ROAST Armour Boneless, 2 lb., 6 oz. **2.99 ea.**

BONELESS **BREADED VEAL STEAKS** **69¢ lb**

Fancy Northern **Halibut Steaks** **79¢ lb**

1 Lb. Luncheon CHUBS Bologna, Salami, Braunschweiger **69¢ lb**

12 Oz. Pkg. **Franks** **49¢**

U.S. No. 1 Oregon **RUSSET POTATOES** 10 Lb. BAG **69¢**

CRISP, TENDER, SALAD **LETTUCE - Red Leaf or Romaine** Bun. 15¢
LONG, FULL EARS **SWEET CORN** Ear 10¢
TENDER, CRISP **RED RADISHES or GREEN ONIONS** Bun. 9¢
THIN SKIN FUERTE **AVOCADOS - Large Size** Ea. 19¢
LARGE — ALL GREEN **ASPARAGUS** Lb. 29¢
SWEET — JUICY — THIN SKIN **PINK GRAPEFRUIT** Ea. 10¢
CRISP, JUICY, WASHINGTON **RED DELICIOUS APPLES** 3 lbs. 89¢

EAGLE THRIFTY SHOPPING WORLD **FROZEN FOOD Specials**

ANDERSON — ½ Gallon **ICE CREAM** **69¢**

EAGLE THRIFTY SHOPPING WORLD **DELICATESSEN** FINE IMPORTED & DOMESTIC

HONEYSUCKLE SLICED **TURKEY** With Giblet Gravy — 28 Oz. **1.69**

MINUTE MAID **ORANGE JUICE** 6 Oz. 4 FOR $1 — 12 Oz. 2 FOR $1

GRAPE JUICE 6 oz. 7 FOR $1

Rod's Pimento Cheese Spread 8 Oz. **49¢**

ANDERSON **Cottage Cheese** Pint **35¢**
ANDERSON **SOUR CREAM** ½ Pint **35¢**
NUCOA **MARGARINE** Lb. **29¢**

Patio MEXICAN DINNERS 15 Oz. **39¢**
Patio Cheese ENCHILADA DINNER 12 Oz. **39¢**
Patio Beef ENCHILADA DINNER 12 Oz. **39¢**
Patio Combination DINNERS 12 Oz. **39¢**

CALVERT **EXTRA** Quart 4.98 — **8.77** ½ Gallon

EARLY TIMES Quart 4.98 — **8.99** ½ Gallon

Harvey's SCOTCH Quart 4.98 — **8.99** ½ Gallon

Eagle Thrifty **GIN or Vodka** Fifth 2.69 — **6.77** ½ Gallon

EAGLE THRIFTY SHOPPING WORLD Imported & Domestic **LIQUORS**

SCOTCH **Martin's VVO** Fifth **5.29**
SCOTCH **House of Stuart** Quart **5.29**
FINE KENTUCKY BOURBON **Mark Twain** Fifth **3.19**
BOURBON **Ezra Brooks** Quart **4.59**
WHISKEY **Seagram 7** Quart **4.98**
VODKA **Gordon** Quart **3.79**
Sweet or Dry Vermouth **Paul Masson** Quart **98¢**
BRANDY **Christian Bros.** Quart **4.29**

WE GIVE S&H GREEN STAMPS

MOTHER'S DAY IS THIS SUNDAY! SHOP THURS-FRI 9:30-9, SAT. 9:30-6, RENO & CARSON STORES

gray reid's

N. VIRGINIA AT FIFTH, RENO 329-3131 / CARSON CITY MALL 882-2551

May 7, 1969

Executive Offices

To Our Customers:

Thursday, May 8, Gray Reid's Reno and Carson City stores will begin to issue S & H Green Stamps to our customers.

S & H Green Stamps...from coast to coast ...are nationally accepted as America's largest... and MOST VALUABLE...trading stamps.

Our theory of store-building is based on the idea that we must offer our customers an "advantage"...or a better reason...for shopping at our stores. Giving S & H Green Stamps is just such another added "advantage." We are confident you will be pleased with our new local management policies and our unusually attractive merchandise selections.

We pledge ourselves to be the kind of store you want us to be - a store stocked with the best in name brand merchandise plus "sale" specials to bring you the greatest savings and value possible.

And now you can put even more green in your pocket with S & H Green Stamps.

Sincerely yours,

Stuart B. Webb

Stuart B. Webb
President

SBW/rl

Beginning Thurs., May 8th, Gray Reid's gives S&H green stamps in Reno & Carson when you shop with cash or your GR charge card

...put more green in your pocket

How to get your S&H Green Stamps at Gray Reid's:

• CASH PURCHASES
S&H Green Stamps will be given on all cash sales when you present your sales slip at the Stamp Desk, adjacent to Gift Wrap in either store.

• CHARGE PURCHASES
S&H Green Stamps will be given on all Gray Reid's Flex-Account charge purchases when payments are made on current accounts. If you pay in person, present your entire statement and stamps will be given immediately. If you pay by mail, return upper portion of statement with payment; you will receive a validated receipt with your following **month's statement. This entitles you to receive S&H Green Stamps upon presentation at Stamp Desk.**

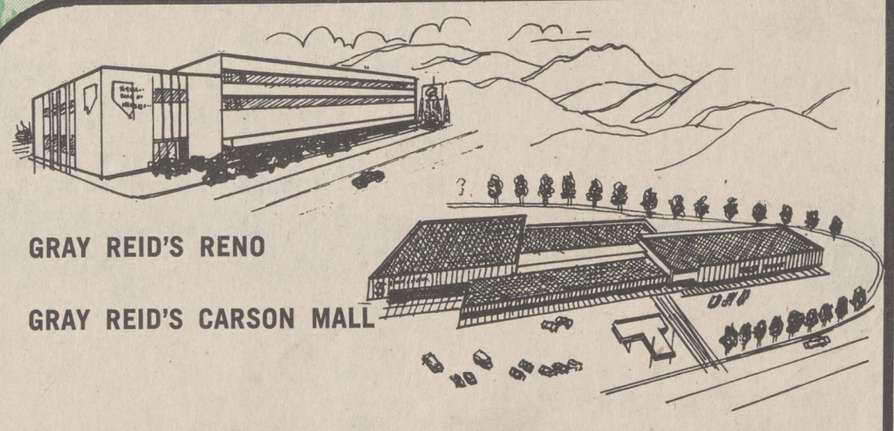
• LAYAWAY
You will be given S&H Green Stamps when final payment is made as agreed and merchandise is taken.

• C.O.D.
To obtain S&H Green Stamps, present paid C.O.D. sales check at Stamp Desk within 30 days.

• S&H Green Stamps are not issued on sales taxes.

Starting May 8, Gray Reid's will be Northern Nevada's only department store to give S&H Green Stamps — America's most valuable stamp plan, guaranteed for performance by Good Housekeeping.

S&H GREEN STAMPS — GOOD HOUSEKEEPING GUARANTEES PERFORMANCE OF AMERICA'S MOST VALUABLE STAMP PLAN — IF PRODUCT OR PERFORMANCE DEFECTIVE, REPLACEMENT OR REFUND TO CONSUMER — Good Housekeeping GUARANTEES



GRAY REID'S RENO

GRAY REID'S CARSON MALL

50 BONUS
S&H GREEN STAMPS*
THURS, FRI, SAT, ONLY

Simply shop Gray Reid's Reno or Carson Thursday, Friday or Saturday! Present sales checks at S&H Stamp Booth for your 50 bonus S&H Green Stamps!

with this coupon thru May 10.

gray reid's

SINCE 1903 / N. VIRGINIA AT FIFTH, RENO 329-3131 / CARSON CITY MALL 882-2551

"Done! The Last Spike Is Driven!"

1869 Centennial Edition

Sierra Sun
"IT SHINES FOR ALL"
AND
Truckee Republican

1969 Centennial Edition

100th Year — No. 19 | TRUCKEE, NEVADA COUNTY, CALIFORNIA, WEDNESDAY, MAY 7, 1969 | TEN CENTS | PHONE (916) 587-3553 | SINCE 1869

Transcontinental Railroad Link-Up Answers Nation's Need For Improved Transportation

By
By BERT TROELSEN
Historian, Donner Memorial
State Park

"Down in the meadow
Meadow so Low
Late in the evening
Hear the train blow"
Beebe & Clegg

After James Marshall discovered gold in January, 1848, in Sutter's mill at Coloma, the population of California exploded.

Although the feasibility of a transcontinental railroad was mentioned, and feeble attempts made by homesick argonauts to have one built, it wasn't until the arrival in 1854 of the brilliant railroad construction engineer, Theodore Judah, that California saw any serious attempt made to span the continent with twin ribbons of rail.

Theodore Judah, from Connecticut, was commissioned to construct the short Sacramento Valley Railroad from Sacramento to Folsom. This line was completed in short order; the first railroad west of the Rocky mountains!

A dreamer, Judah nevertheless had facts and figures always at hand. Hounding San Francisco financiers to back a transcontinental railroad, he soon became known as a fanatic on the subject and was dubbed "Crazy" Judah; someone to be avoided at all costs.

In 1859 Judah went east to contact Congressmen about construction of the transcontinental railroad but to no avail. That august body was tied up with the slavery issue.

Mark Twain once remarked about Congress: "If the deity had been on the point of saying 'let there be light' we never would have had any." This is what Judah was confronted with. In disgust he returned to California for more "facts and figures" and spent an entire summer in the mountains seeking a feasible railroad route, leaving only when snow forced him to lower elevations.

In the foothill town of Dutch Flat he triumphantly checked his field notes on the counter of Dr. Strong's drugstore. (The site of this store is identified by a historical landmark.) Judah then wrote the Articles of Association of the Central Pacific Railroad of California.

Petitioning for funds in San Francisco, Judah was sorely rejected. Consequently he went to Sacramento. In a meeting above a hardware store at 54 K Street, about a dozen men had gathered. Among others, there was Judah, Dr. Strong, and four Sacramento merchants: Leland Stanford, a wholesale grocer; Charles Crocker, a drygoods merchant; and the two owners of the hardware store, Mark Hopkins and Collis P. Huntington. They were later to be known as the Big Four of the Central Pacific Railroad, and the inheritors of notoriety and wealth beyond imagination.

Switching tactics from the idealist, Judah judiciously pointed out the wisdom of a wagon road to the Comstock in Nevada with its lucrative profits. (Under the pretext of surveying a wagon road across the Sierra Nevada, Judah was surreptitiously to refine the details of his railroad survey.) Judah further pointed out to the merchants that there would be an increase in value of their property, and ways to stifle competition. He told them that they could control the company and if they controlled the traffic to the Comstock mines, they alone would control the market as the volume of freight over the hazardous route via Placerville was heavy and the rates shockingly high.

As Judah spoke, the merchants had happy thoughts of huge profits. Hooked by the idea of fabulous wealth with a wagon road, the merchants were now asked if they would subscribe enough stock to permit a railroad company to incorporate? California law had required $1,000 per mile and it was estimated to be 115 miles to the Nevada border: $115,000. (It is interesting to note that scenes of Donner Lake and Donner Pass were embellished on the company's stock certificates.)

Many present agreed to buy shares at 10 per cent down, thus the minimum required by law for incorporation was reached. On paper, the Central Pacific Railroad Company of California became a reality. Stanford was made president; Huntington, vice-president; Hopkins, treasurer; Crocker, member of the board and in charge of construction; Judah, chief engineer. It was June 28, 1861; eight years before the completion of the "project of the age" at Promontory, Utah.

With chains, instruments, and physical help, Judah began a survey through the muddy streets of Sacramento. By early summer the base of the mountains had been reached.

The Sierra gradually rises 7,000 feet to the east. To keep grades and curves moderate enough to be practical taxed even Judah's skill.

Needing federal financial aid to complete the ambitious project, Judah once again returned east. By now the Civil War had flared into bloody fighting. For the first time Congress could bring up a debate on the railroad without becoming bogged in the slavery issue. Prior to the Civil War the south had wanted a southern passage to California the north a way across the vast plains to the north, the issue being that any new states created by the subsequent population increase in the erstwhile wilderness would be either "free" or "slave." Now that the south had seceded from the union, this issue was no longer a stumbling block. Judah was to argue that a transcontinental railroad would more firmly cement California and Nevada Territory, with its rich silver mines, to the family of northern states.

A further argument in behalf of the railroad was that Europeans wishing to go to the Orient could disembark in New York, ride across the American continent in the steam cars and embark for the Orient on the west coast, thus saving many weeks of rough ocean travel around the Horn. This latter scheme was scuttled in November, 1869, six months after the completion of the railroad, by the opening of Suez Canal in Egypt.

Finally, on July 1, 1862, President Lincoln signed the Railroad Bill. This bill designated two companies to build and operate a railroad between Sacramento and Omaha on the Missouri River. An elated message sped westward to the partners over the newly strung wire of the Pacific Telegraph: "We have drawn the elephant. Now let us see if we can harness him up."

The other railroad company, the Union Pacific – note that name "Union" – was organized in Chicago on September 2, 1862, and was delegated to build westward until it met the rails of the Central Pacific building toward the east.

In Sacramento on January 8, 1863, the first shovelful of earth for the new railroad was turned by the now governor of California and president of the embryo railroad, Leland Stanford. The nearby American River was in flood stage as the silver shovel turned the soil for the most gigantic construction project of the nineteenth century. Ponderous and profound speeches were made, but for once Judah was silent. He had been talking for eight years.

Collis P. Huntington, a burly scrooge who was referred to by newspaper commentators of the era as "a hard and cheery old man with no more soul than a shark," and "as ruthless as a crocodile," went east to exhort and huckster for the railroad. In fact, Huntington became an adept lobbyist and was destined to remain on the eastern seaboard much of his later life in his capacity as a promoter for the Central Pacific Railroad.

The first Railroad Act gave the railroads land grants consisting of 10 miles in alternating sections (640 acres) along the rights-of-way, a 400-foot wide strip for the actual road bed, and a specific sum of money for each mile of railroad track completed.

The Second Railroad Act – after arguments to the effect that to hold California in the Union, more generosity on the part of the federal government was necessary to successfully build this all-important land route to the west – was signed by President Lincoln on July 2, 1864. This Act doubled the land grants to 20 miles per alternating section in many areas, made government bonds a second mortgage on the railroad thus permitting first mortgage company bonds of the same amount, stipulated the federal subsidies for construction be increased to $16,000 per mile on level land, $32,000 per mile in the foothills, and $48,000 per mile in the mountains. The Second Railroad Act further stipulated the time of construction to the Nevada line be extended to four years. Even the dour Huntington had to admit the terms were "generous."

Because of the grant of $48,000 per mile of mountain construction, the Big Four of the Central Pacific Railroad conveniently moved the Sierra Nevada mountains to within seven miles of Sacramento. Wilson and Taylor wrote in Southern Pacific: "Huntington – again in the east – fought hard to have the interpretation of 'foothill' liberalized. Before the line reached the actual footings of the mountains the public learned with hilarity that the line was already scaling 'hills'. In reality all was flatness covered with wheat, mustard, and wild poppies. A laughing press congratulated the promoters, who had removed the base of the Sierra Nevada to within seven miles of the city of Sacramento."

In all fairness to the railroad magnates, a geologist's report at the time "proved" the soil content in that part of Sacramento valley was actually the same as that of the mountains to the east, ergo mountains!

This is how giants of industry are made.

By now Theodore Judah was thoroughly disgusted with the Big Four. In his mind they were interested in personal profit and not in the beautiful dream of an America spanned by rails. Finally, Judah went east to alert the authorities in Washington about some of the "deals" made by the Big Four. This proved to be his last trip. He contracted Yellow Fever on the Isthmus of Panama and died shortly after his arrival in New York. He was not yet 40. For all his meticulous work and arguments for the transcontinental railroad, a locomotive was named after Judah; the only recognition this genius and idealist was ever to get from the partners.

Meanwhile, Huntington in the east was purchasing locomotives, rails, and other "hard" paraphernalia for the line. One irritation to him was the stipulation that all equipment had to be of American manufacture. With the Civil War raging, sup-

(Continued on page 2)

A NATION SPANNED – This was the scene at Promontory Summit, Utah, May 10, 1869, immediately after the final spikes were driven to link the rails of the Central Pacific, left, and the Union Pacific railroads which formed the first transcontinental railroad. Union Pacific's locomotive No. 119, right, and Central Pacific's "Jupiter" left, which brought Gov. Leland Stanford and his party to the ceremony, are covered with celebrating workmen. The two engines edged forward over the golden spike. The two men shaking hands in the center of the picture are chief engineers S. S. Montague of Central Pacific, left, and Gen. G. M. Dodge, Union Pacific. One of the most important historic events in the nation's history it was recorded by pioneer photographer Andrew Russell. Of the several photographers present, none caught the "last spike" ceremony. – Union Pacific Railroad Photo

Rail Link Enacted With Golden Spike

(Reprinted from The Stanford Observer.)

Symbol of the joining of the two railroads is the Gold Spike, one of four spikes specially made for replacement in the last tie which was also specially prepared to receive its unique tenants. The Gold Spike was provided by David Hewes, a San Francisco builder and friend of Central Pacific officers.

According to his memoirs written many years later, Hewes was chagrined that adequate recognition of the joining of the railroads was not forthcoming from the mining interests of the west. Therefore, Hewes, as an individual, had a spike made with appropriate inscriptions.

Across the top of the spike was engraved "The Last Spike." At the end of the spike was a rough nugget of gold which was later broken off. Finger rings were fashioned from this nugget and presented to President U. S. Grant, Secretary of State William H. Sweard, Oakes Ames of the Union Pacific, Leland Stanford, and Dr. John Todd, an eminent Congregational minister. At least one of the rings was suitably inscribed: "The Mountain Wedding, May 10, 1869."

The spike was carried to Utah in a box made from redwood burls and the exterior was covered with photographs of the directors of the Central Pacific.

Another gold spike was donated by Frank Marriott, owner of the San Francisco News Letter.

The third spike, of pure Virginia City silver, was provided by the State of Nevada. On it was inscribed, "To Leland Stanford, President of the Central Pacific Railroad. To the iron of the east and gold of the west, Nevada adds her link of silver to span the continent and wed the oceans."

The fourth spike, a gift from Arizona Territory, was a mixture of gold, silver, and iron.

The tie into which the spikes were to be driven was made of polished California laurel wood – a gift from West Evans, a former Sacramentan, who had supplied the Central Pacific with its first tie and 250,000 more. To tap the spikes into place, a silver-plated sledge was provided by the Pacific Express Company, of San Francisco. Contrary to Mr. Hewes' memory, it would appear that other parties also had prepared for the spike ceremony.

HIGH ROAD – California Gov. Leland Stanford's special train hauled by the famous engine "Jupiter," passes Monument Point on its way to Promontory Summit, Utah, in 1869. The occasion marked the nation's railroad link-up commemorated by the driving of the symbolic golden spike. The Great Salt Lake is in the background.

DRIVING FORCE – Theodore Dehone Judah, civil engineer, who at age 28 came to California as chief engineer of the Sacramento Valley Railroad, construction of which began in 1855. The road was in operation 23 miles between Sacramento and Folsom by Feb. 22, 1856, the first steam railroad operation west of the Rockies. Soon afterwards, Judah succeeded in getting the famed Big Four merchants of Sacramento, Leland Stanford, Collis P. Huntington, Charles Crocker and Mark Hopkins, to launch the Central Pacific Railroad Co., predecessor to today's Southern Pacific, as the western portion of the first transcontinental railroad. Judah died Nov. 2, 1863, before any portion of the Central Pacific was placed in operation.

—Photo courtesy Emigrant Trail Museum

Transcontinental Railroad Links East With West

(Continued from page 1)

plies and equipment were scarce. Several times the army confiscated his locomotives. Insurance rates soared as Confederate raiders sank Union vessels at sea. Much CPRR equipment went to the bottom on its long haul to California via Cape Horn.

"I built the Central Pacific Railroad"

So bragged Charlie Crocker of the Big Four. Large, heavy, profane and conceited, Crocker was in charge of the physical construction of the railroad. Capable of hard work he was also capable of great surges of energy interspersed with long periods of inactivity. Later, after the line was completed he was bored to frustration with a desk job.

After the Central Pacific was officially inaugurated, Crocker began to assemble equipment. During the spring and summer of 1863 construction crept eastward. Like the construction crews he bossed, Crocker was learning as he proceeded. His superintendent was burly J. H Strobridge, a slave-driver quick to use his big fists.

Manpower was a problem. The Comstock mines in Nevada had all but depleted available hired hands. There was some talk of impressing Confederate prisoners-of-war to work but this never materialized. Nor did a scheme to employ Mexicans from below the border. Their many siestas were notorious. The caucasians for hire were not much better than brutes and only used their passes the "end of rail" as a cheap first stage of a journey to the Comstock lodes of Virginia City.

Under trying conditions, the line was completed to Newcastle. The first locomotive to arrive was the Stanford, brought around the Horn in 1863. Then arrived disassembled locomotives from the east where Huntington was hard at work. The locomotives were assembled in Sacramento shops. Freight trains made their appearance hauling equipment to end of rail. The infant railroad now began hauling produce and freight back to Sacramento and the Big Four realized their first profits.

Then came the Dutch Flat swindle accusations in 1864. Organizations such as the powerful Pacific Mail Steamship Company, with a virtual monopoly of passenger service, stagecoach owners and drivers in dire threat of unemployment, the Sitka Ice Company that shipped ice all the way from Alaska for California saloons and ice cream parlors, all screamed as bankruptcy loomed with the advent of easy travel and removal of ice from crystalline Sierra lake to metropolitan areas. These rivals of the railroad spread the word that the railroad would cease building once it reached the foothill town of Dutch Flat. In short, the public was paying for a private road. Even the most sanguine of its friends doubted if the Central Pacific Railroad would – or could – ever cross the Sierra barrier.

Lucius Beebe wrote in "Central Pacific and Southern Pacific Railroads": "That these ambitious upstarts, small town businessmen of blameless repute but no consequence whatsoever, should have the audacity to start laying railroad iron across the North American continent was an affront so outrageous that it took San Francisco some time to comprehend its magnitude."

Hard pressed for laborers, Crocker turned to the Chinese, of which there were quite a few working the "panned-out" diggings and operating laundries and restaurants. Crocker noticed the verve and stamina of a Chinese house boy. Slim, small of stature, and docile, he seemed to thrive on long hours of manual labor.

Rounding up a few Chinese "coolies," Crocker sent them to the end of the line with no compunction. "After all," he argued, "Didn't their ancestors build the Great Wall of China?" Others laughed at him, feeling that the Orientals wouldn't last out the first day. To the surprise of everybody, the "little men" could, and did, work a twelve-hour day for one dollar a day and soon became known as "Crocker's pets." They not only worked well, but caused little trouble, were cheerful, reticent, and ate cheap Oriental foods. Each did the work of two sodden Irishmen. Their only vice was a pipe of opium at the end of a hard days work.

By spring of 1866, Cape Horn, just above Colfax, was reached. Here the coolies were lowered in baskets where they chipped at the tough granite while swinging out in space. They had to gouge holes, too, for later filling with black powder for blasting, using the most primitive of tools.

Cape Horn was a formidable barrier for the construction crews and after completion of the railroad, trains would pause there to let the passengers view the "awful chasm" of the American River far below; the very same river that started the gold rush.

Needing thousands of more Chinese for construction work, the Big Four imported them from China. Typical caucasian superiority began to raise its head, fearing the Chinese would take over the state. Predictions of serious trouble at the labor camps were made but never really materialized. The only stipulation made by the Chinese was that in the event of death, the bones were to be returned to China for eternal rest.

As the rights-of-way were gouged, blasted, filled, bridged, and leveled, using black powder, hand carts, shovels and chisels, the backbreaking labor became more and more a nightmare as the surveyed line twisted through the mountains to higher and higher elevations. Granite, tough as steel, was encountered. On many occasions the black powder merely blew back out the hole bored for it. At other times it removed too much granite, flinging great boulders, tools and Chinamen down canyon walls.

The winter of 1864-65 was mild. It was a time to pursue construction at the 6,000 foot level. But the costs so far had been enormous and the railroad was in financial difficulties again. This time the Civil War inflation was raising hell with the road's economics. Consequently, the partners had matters other than construction to worry about and the bit of good luck with the weather was not utilized.

The winter of 1866-67 was one of the most severe on record. Heavy snows hit the construction crews as early as October and the balance of the winter months saw an almost continuous succession of storms. (Sound familiar?) The ground froze hard under many feet of ice. Work nearly came to a halt. The partners became frantic; afterall, they were in a race with Union Pacific for fat land grants and had a deadline to meet in reaching the Nevada border. Half of the 9,000 man work force was involved with snow shoveling. Stanford and Hopkins came up from the mild valley and watched in the snow at Cisco as five locomotives futily tried to drive a snow plow through 30-foot drifts. Snow slides were plentiful and the snow kept piling up and up. Finally construction above Cisco came to a halt.

Only in the tunnels could work continue. Supplies were laboriously packed in. Workers lived like moles in snow tunnels while avalanches carried away supplies and workmen to the canyons below. The melting snows of spring would reveal cadavers still dripping shovels in lifeless hands.

The year 1867 saw construction of only 40 miles of road completed, twenty-five of which were still disconnected. Anxious to start construction toward the easy, flat deserts of Nevada, where progress could be greatly accelerated, grading crews proceeded down the eastern escarpment to the Truckee River Canyon. They found things to be equally as tough as on the summit. Huge trees had to be felled on the rights-of-way, the stumps blasted clear in sprays of ice and splinters. Ice had to be chipped from the frozen ground. To support this army of workmen, supplies had to be hauled on sleds from Cisco on the western slopes up over the summit on the Dutch Flat-Donner Lake wagon road to the east end of Donner Lake.

Half out of his mind at the delays in the mountains, Crocker had locomotives, 40 miles of rail, and several cars freighted across Donner Summit to Coburn's Station (Turckee) and continued building from there eastward toward Nevada. The task of hauling all this equipment, some of it quite heavy, across the snow-bound Sierra was gargantuan. In recent times a film company tried duplicating this same stunt for filming. Off camera they had modern equipment to assist them, but gave up in despair!

Tunnel 6, (Summit tunnel) had been started in 1866. The length of this tunnel is 1,695 feet, and bored in some of the world's toughest granite. The Chinese laborers, with chisels, hammers, and black powder, went to work. They attacked the bore from both ends. Albeit the line was galloping eastward towards the Nevada border, Donner Summit gap was being bridged painfully slowly.

To speed things, Crocker had the laborers dig a vertical shaft mid-way from the two tunnel ends, which can be identified today by a plank-covered square adjacent to hold highway 40 right at the summit. The Chinese, working shoulder to shounder, could not attack the tough granite on four faces. Working in 12 hour shifts, they hacked away at the steely granite progressing a mere 7 to 8 inches per day.

The partners in Sacramento became frantic at the delay. A Swedish chemist, Swanson, was commissioned to manufacture at the site, a new substance called nitroglycerine. It was very unstable and many of its properties unknown. Naturally, many accidents resulted. Causes of premature blasts were unaccounted for, usually, as both evidence and witnesses were obliterated. At one such premature explosion, superintendent Strobridge was to lose an eye from flying debris. A return to the comparatively safe but in effectual black powder was made.

Facing one delay after another from this toughest of engineering problems, messages arrived from headquarters in Sacramento inquiring as to the delay. Vitriolic exchange took place to the effect that, "if you know a better way, show us."

Stanford, who loved mechanical gadgets, sent a cumbersome steam-driven drill up to Summit tunnel. Strobridge would have none of it. He had his own ideas on how to bore out a tunnel. Consequently, the Chinese continued to peck away at the granite.

Summit tunnel took one full year to bore through, being completed in September 1867. It was to have the dubious distinction of being the last tunnel on earth bored through by hand. The power-driven drill and nitroglycerine had come of age.

In 1863, when the Dutch Flat-Donner Lake wagon road was being build across the mountains, Joseph Grey built a log house on the site of the present stone warehouse adjacent to the Truckee post office. In 1864, J. McConnel built on the site later known as "Brickeltown," about two blocks west of the Southern Pacific depot in Truckee. A shooting scrape occurred and McConnel sold out to a man named Coburn. Known as "Coburn's Station," it became a stopping off place where teamsters delivering goods to the Nevada mines, and railroad surveying crews, could find refreshments par excellence.

The rails of the Central Pacific reached Coburn's Station in 1868. The blossoming town with its lumber mills was renamed Truckee by the railroad authorities in honor of the North Paiute Indian, Chief Truckee, who had guided the first emigrant wagon train through Truckee basin in 1844.

Truckee became the terminus of one division of the railroad, and a snug roundhouse was built of dressed granite to protect the tiny locomotives from wintry blasts while being serviced. The main entrance was so small, it is doubtful if a modern caboose could pass through it, let alone a diesel locomotive.

Lumber and the railroad were industries that sired Truckee. The railroad was to open the beauty of Alpine vistas to the world. As the town grew in a slovenly and haphazard manner, saloons, dance halls, and gambling dens flourished. Truckee spawned every type of criminal, both male and female. A large red light district developed on "Jibboom" Street behind Front, and the town vied with Bodie as the most wicked in California. Bodie won out.

Truckee's first constable was Andrew Andrews. After a year, Jacob Teeters took office. Teeters brooked no nonsense but it took raw nerve to face down the criminal element. The typical western "draw" and subsequent violent death became common. The town was a real hell-hole until the "601", a vigilance committee, cleaned it up with "hemp' dances. Trot out the wicked and let the cotillion commence!

Meanwhile, the railroad reached the Nevada border and began to race eastward across Truckee Meadows, leaving the "gap" on Donner Summit to be closed as soon as possible. Lake's Crossing, named for a ferry boat and hostelry owner on the site of the present Riverside Hotel, was renamed Reno by the railroad. Reno was made a division point with a switch yard.

Lucius Beebe wrote, "Reno soon achieved a reputation as a suburb of hell that it has scrupulously maintained to this day." The Virginia & Truckee Railroad branched off at Reno for Virginia City.

East of Reno, grading and rail laying was now in the area of Humboldt Sink. Chinese laborers, and the few Irishmen who continued to work for Central Pacific, who had frozen in the wintry Sierra Nevada mountains, now wished for some of that "cool" in the oven-hot dry country where they faced only waterless deserts and plains.

The race with Union Pacific was not in ernest. "Through the hot summer of 1868," wrote Oscar Lewis in The Big Four, "six-thousand men functioned with speed and ordered efficiency. Crocker's gang of coolies, now expert with pick and wheelbarrow and horse drawn scapers, tirelessly threw up and leveled the nondescript roadbed, undeterred by the sizzling heat and the clouds of alkali-laden dust. Behind them other crews rushed culverts to completion, while still others embedded the widely spaced ties, working at top speed to keep ahead of gangs of Irish track-layers."

After Promontory, many miles of track had to be realigned, bridges strengthened, roadbeds repaired. But for the present, Crocker was merely interested in building the railroad as far east as possible.

Thousands of Irishmen were just as frantically building the Union Pacific westward across the comparatively easy plains and through the Wasatch mountains in Utah. They bragged that one Irishman could do the work of three Chinamen. As the race went on, it became evident that the two competing railroads wouldn't necessarily meet. Both factions hired Mormons in Utah for grading rights-of-way. For miles the competing lines built in opposite direction within feet of one another. The U. P. Irish construction crews would set off a charge without warning the nearby C.P. Chinese, with fatal results. After many such incidents, the Chinese retaliated in kind at an appropriate moment. The ensuing carnage halted this sort of nonsense.

After much goading, Crocker won a $10,000 bet with the Union Pacific by completing 10 miles of railroad track in one day in Utah. Irish tracklayers did the actual work, backed up by an army of coolies.

As each railroad company kept building adjacent to one another, an alarmed Congress finally designated Promontory Point, in Utah, as the meeting place. (Note: Contemporary name is "Promontory," not to be confused with "Promontory Point" farther south at the present Southern Pacific Lucin Cutoff).

The spring of 1868 saw the "gap" on Donner Summit finally closed. Supplies now poured to end of rail to the east. But a new problem confronted the railroad on The Hill, as Donner Summit is known by railroad men to this day. Severe snow storms and slides plugged up the tracks so completely the primitive snow plows were ineffective. Why no put on a roof over the railroad? Why not, indeed! In 1867, short length snow sheds were tried with excellent results. Consequently, 1868 saw snow shed construction extending eventually for 40 miles over the roadbed. This project cost the C.P. $3,000,000. Today, with the advent of more sophisticated snow removal equipment, only a few miles of shed remain, these points where snow slides are prevalent. Huge sheds are at Norden on the summit to house special equipment. Wooden snowsheds are rapidly being replaced by ones of reinforced concrete.

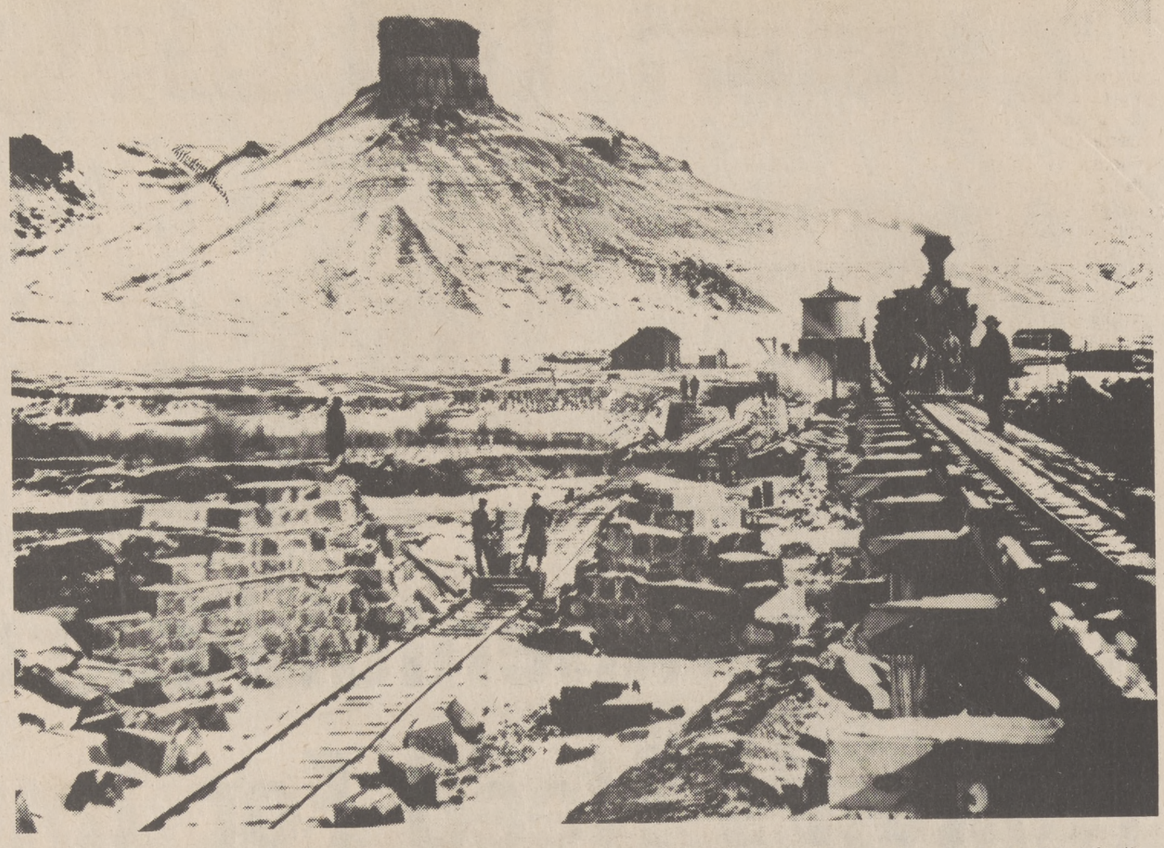
As locomotives became larger, engine crews were in danger of asphyxiation from fumes in the long tunnel-like sheds. In recent times the cab-ahead type locomotive made its appearance in the form of large Mallets. With the coming of the diesel age, the problem of asphyxiation has been completely eliminated.

Prior to completion of the Lucin Cutoff across the Great Salt Lake in 1904, the railroad line passed the lake to the north. During the fateful spring of 1869 the rails of both companies approached the end of the arduous rail building at Promontory. Work proceeded around the clock with bonfires to light the way at night. The men were exhausted and, to make matters worse for the U.P., that company was broke and fired all hands except a few tracklayers needed to complete the "wedding of the rails" on May 9.

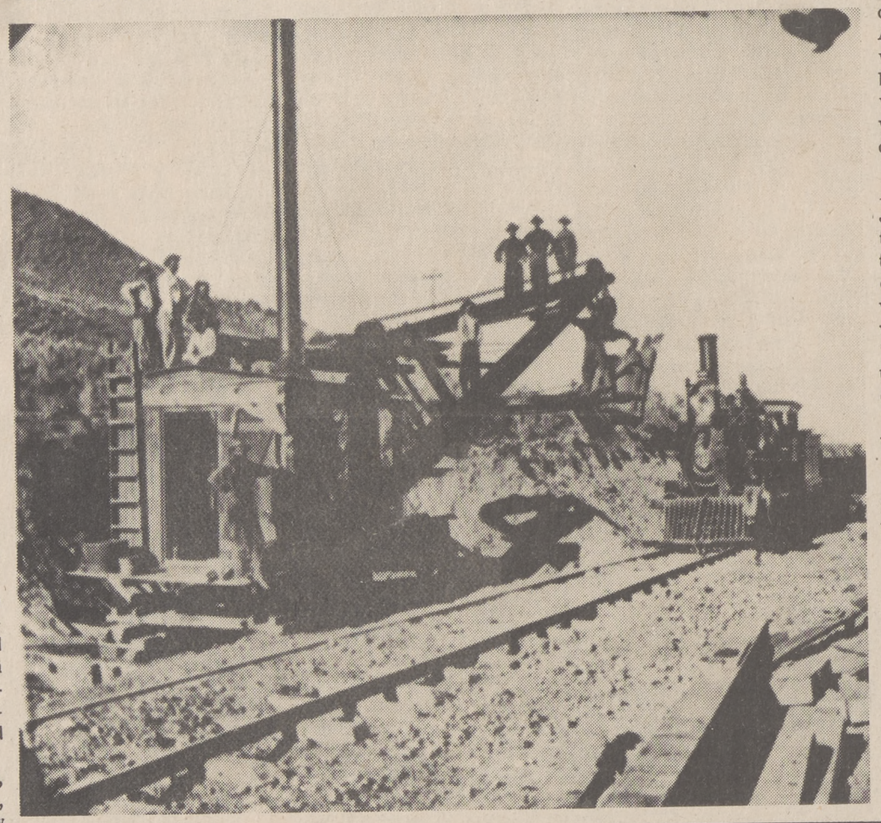
A chilly wind, low scudding clouds, and rain at Promontory made things miserable. Worse, the Work of the Age that was to eclipse the Erie Canal, was held up from completion for a day because the Union Pacific train of dignitaries was delayed by a washout.

Everything went snafu. Huntington was in New York; Crocker was tied up in California; and Brigham Young, president of the Latter Day Saints, was miffed because the railroad bypassed Salt Lake City, the Mormon capitol. Stanford arrived in his private car, fuming; he could do nothing but look at the bleak landscape. He was horrified at the throngs of prostitutes and the drunken road gangs all in a festive mood, that had come over from nearby construction camps at Corinne.

(Continued on page 10)



BRIDGE BUILDING – Two bridges are shown under construction on the transcontinental rail route near Green River, Wyo. One is a temporary bridge used by railroad traffic while the permanent bridge is under construction. Citadel Rock is in the distance.



MECHANICAL AID – This steam shovel at Hanging Rock, Echo Canyon, was one of the largest pieces of equipment available to the more than 10,000 men who built the first transcontinental railroad across rivers, mountains and deserts.
– Union Pacific Photo

Congratulations to the Sierra Sun on its 100th anniversary. We are glad to be a part of the developing region of Greater Truckee and North Lake Tahoe.

MURRAY & McCORMICK, INC.
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS
TAHOE CITY
AUBURN
SACRAMENTO
NOVATO
SAN LEANDRO
BELLEVUE, WASHINGTON

HOME OF THE
COOK-IT-YOURSELF
STEAK HOUSE
ALL NEW YORK STEAKS
— USDA Choice —
• VISIT OUR NEW SNACK BAR!
★ Dining Room
★ Cocktail Lounge
ALPINE
RIVERSIDE
HOTEL
—Your Hosts—
FRANK URBAN
BOB NYLUND
587-3018 and 587-3048

CABONA'S FINE CLOTHES
DOWNTOWN TRUCKEE
LADIES READY-TO-WEAR
APPAREL by White Stag, Jantzen, Wrangler, Ppykette
FROCKS FOR GIRLS
by Kate Greenway
BATH TOWELS AND LINENS
by Fieldcrest
YARD GOODS
from Burlington Mills
— and Assorted Notions
GENTLEMEN'S HABERDASHERY
Levi's, Van Heusen, Pendleton, Hagger, Jarman, Red Wing . . . and Many Other Fine Brands in Gents' Furnishings.
WE HONOR master charge
CABONA'S
OPEN 8 am - 6 pm 587-3161
Your BANKAMERICARD welcome here

The Sierra Sun Celebrates 100th Anniversary

(Editor's note: The exact origins of the Sierra Sun are lost in time. No one knows for sure when it began, who published it or under what name. This issue has been declared the Centennial Edition and it probably represents as fair an estimate of the paper's age that can possibly be made. The following historical account doesn't pin down our ancestry, but tells the story as far as we know it.)

By DOUG BARRETT

For generations this phrase "Since 1869," has appeared in the "flag" of the Truckee Republican and its successor, the Sierra Sun. It has always been taken as the point of beginning for the Republican and journalism in eastern Nevada County.

The irony is this was the one year at that time in which nothing was doing in the field.

"Authority" exists for the claim. First, in Thompson and West's "History of Nevada County" published in 1880, the statement is made, "in 1869 the Truckee Tribune, a weekly newspaper, was issued by Mr. Ferguson, who continued the publication until his departure in 1870."

Seeming to back this up but only compounding the error is W. F. Edwards' "Tourist Guide to the Truckee Basin," with directory, published in 1883. This book, published at the Republican print shop by the editor of the paper, stated, "In 1869 the first newspaper in Truckee was started by N. W. Ferguson and called the Tribune."

Such was the transient nature of newspapers and newspapermen in that era that the paper's publisher less than a dozen years later got two of his three "facts" wrong. The Truckee Tribune was not founded in 1869 – it was 1868 – and the first editor was E. B. Boust not Ferguson. J. W. Ferguson & Company were publishers during the short life of the Tribune.

In the Dutch Flat Enquirer of Sept. 8, 1868, as this announcement: "We shall issue the Truckee Tribune on or about the 15th of the present month, and we shall send copies to all present exchanges of the Enquirer, and shall be pleased to meet the familiar faces of all our friends. Address: Tribune, Truckee, Calif."

No copies of this pioneer paper exist, but copious clippings from it were picked up and printed in the contemporary metropolitan press of San Francisco, the earliest describing mining prospects at Meadow Lake under date line of Sept. 19, 1868.

But 1870, Truckee, Meadow Lake and the Tribune were in a slump. On March 21, the San Francisco Bulletin noted, "the Truckee Tribune has been sold and the purchasers will publish the paper at some other point in Nevada."

The March 26 Bulletin reported an organized band of horse thieves making ranches along the Truckee River a principal scene for their rascality and the fact that a large hotel at Meadow Lake – costing $16,000 to build a few years previous – had sold at auction for $7. A qualified judge of prospects in Meadow Lake was quoted as saying it was a bad deal at seven cents.

On April 1, 1870, was the last word on the Tribune. The plant and material had been moved to Fresno where the owners would publish a paper to "protect litigants."

Actually, the Sun was appended to the Truckee Republican title in the mid-1930s by the publisher, Stanley Bavier. First, Bavier was aware of the historic precedent of the name; Secondly, he wanted a title more appropriate for a paper covering news of not only Truckee but the Donner Summit, Lake Tahoe and eastern California region in general; thirdly, he was an ardent Democrat, a friend of Gov. Franklin D. Roosevelt of New York.

The Sun name had its origins in this district and township fully two years earlier than the Truckee Tribune. The Morning Sun was a daily paper published 14 miles north of Donner Summit in the boom mining city of Meadow Lake. The Sacramento Bee on June 9, 1866 clarioned the founding of the Sun under the ownership of E. B. Boust and W. Lyon.

This city was incorporated in 1866 under the title of Meadow Lake, having previously been known as Summit City. After several months of declining fortunes in the many mines of the district and a couple of really tough winters under 20 feet of snow, the following terse announcement appeared in the daily Alta in San Francisco on Jan. 27, 1868:

"The press and material lately used for printing the Meadow Lake Sun has been removed to Cisco and stored."

In Edwin F. Bean's "History and Directory of Nevada County for 1867," the Meadow Lake Sun had a full page ad, proclaiming its office on the north side of Second Street. Weekly at this point, the Sun published Saturday at the rate of $6 per year. In addition to the newspaper and general job printing, the ad announced, "Briefs and transcripts executed neatly, promptly and handsomely, in accordance with the new rules of the Supreme Court."

At that time, there was no Truckee. Coburn's Station sat near where Truckee now is, but J. D. Pollard's Lake House at the head of Donner Lake was more the center of things around this specific area.

Before we pass from these early newspapers, consider E. B. Boust. No lengthy books extol his contributions, but just checking early mountain newspapers, none has been connected with more than E. B. Boust. On July 4, 1857, Griffen's California Mining Town Newspapers 1850 – 1880 starts him as publisher of Yankee Jim's Placer Courier. This he sold to E. J. Steele.

In 1859 he established the Iowa Hill Weekly Patriot whence he moved – on May 1, 1860 – to found the Dutch Flat Enquirer which became the Truckee Tribune in 1868, simply by loading it on a Central Pacific railroad car and moving it over the mountain. Where did he go from here? We must leave it to others to delve further.

On Nov. 9, 1871, D. B. Frink and E. W. Hayden issued the first number of the Grass Valley Republican in the west end of the county. This was a four-page, five-column daily, every morning except Sunday. On April 7, 1872, the last issue of the Grass Valley Republican appeared.

The paper was removed to Truckee "to a better field" and became the truckee Republican. An announcement by the publishers on April 10, 1872 announced the shift and said the Truckee Republican would henceforth be enlarged to a 24-column paper issued triweekly.

Among fires, violent deaths and "revolving door" ownerships in the early years, the Republican has survived as direct successor to the Dutch Flat Enquirer, the Truckee Tribune, the Meadow Lake Sun and the Grass Valley Republican – The oldest component of the Sierra Sun, Truckee Republican and Tahoe Bonanza. Who can say back in those beginnings when it was? The available evidence indicates earlier or later but most certainly not 1869.

The confusion is understandable. The first couple of years of the Republican were fairly stable. Hayden sold his interest to Frink Oct. 8, 1874. Frink did not long enjoy his exclusive ownership. He was martyred to the cause of "law and order" on Nov. 23 when he was out with other members of the "601," local vigilance committee, and was accidently shot to death.

Past issues of the paper are rare, the volumes incomplete. An extensive collection reposes in the California Section of the State Library at Sacramento. This begins when the Republican resumed publication a few days after Frink's killing. Hayden had resumed his ownership only long enough to allow the administrator to sell Frink's estate.

In December, 1874, the Nevada City Transcript gave the following notice:

"B. T. K. Preston, the new proprietor of the Truckee Republican, left yesterday to assume control of that paper. That's a good town to publish a newspaper in, as the people take a great pride in making his bill heads or job work below because he can save a little on the operation. They believe in giving all their work to the local paper and that's one reason the town is so prosperous."

Preston soon associated with W. P. Edwards, and the latter by December, 1875, was still on the masthead, along with C. F. McGlashan and T. S. Ford. By January, 1877, John Keiser joined Edwards and the other two were out-one temporarily, the other, apparently, permanently. In April that year George Ford bought the Republican and in August, 1878, he sold to McGlashan and D. J. Crowley. In November, 1879, McGashan bought out his partner and in May the next year sold to "Hon." B. J. Watson of Nevada City.

"Edwards' Guide" also lists J. T. Weisenburger as an editor and publisher during the first dozen years of the Republican.

The original Tahoe Tattler, published in the summer of 1881, mentioned that a man named A. Porter had taken over the Republican and "judging from its clean looking pages and extra large amount of reading matter run in its enlarged columns, we should say he understands his business."

The tiny Tattler that summer also pin-pointed another source of frustrating confusion in unraveling the early history of newspapers in the area. First, August 4, 1881: "The estimated loss in the recent Truckee fire is $350,000. Truckee is indeed unfortunate." Then, on Aug. 12, "The Truckee Republican comes again for the first time since the fire; its singeing having reduced it to near the size of the Tattler. May it soon grow to its orginal goodly proportions."

This Lake Tahoe daily ran four pages, each 6 1/2 by 4 1/4 inches. The file at the State Library was donated by Albert Dressler. It begins with volume 1, number 1 on July 9, 1881 and ends with the issue of Sept. 7, 1881. It assumes everyone knew who the editor, printer was – because no where in the file is the name mentioned as such.

Obviously, the Republican in its earliest years was in shaky shape. To boost circulation, McGlashan announced in 1878 that he would serialize a history of the Donner Party.

What began as a circulation booster evolved, through legal contention and challenges from others concerned with supressing portions of the history, into a scholarly, historic source book on the pioneer tragedy in the winter of 1846-47 at what was then Truckee Lake, since Starvation Lake and now Donner Lake.

Briefly, at least four publishers of the Republican have served in the State Legislature. At least two have been shot to death during their incumbency. In the century plus of its existence (or existences), W. M. Barrett's over three decades at the helm, represents by far the longest period of consistent, progressive ownership.

This followed the briefer similar ownership of the Stanley Baviers. Bavier died as the result of a tragic automobile accident while working as editor and publisher. Mrs. Bavier carried on until she was appointed postmast of Truckee, selling the newspaper to the Barretts in August, 1936.

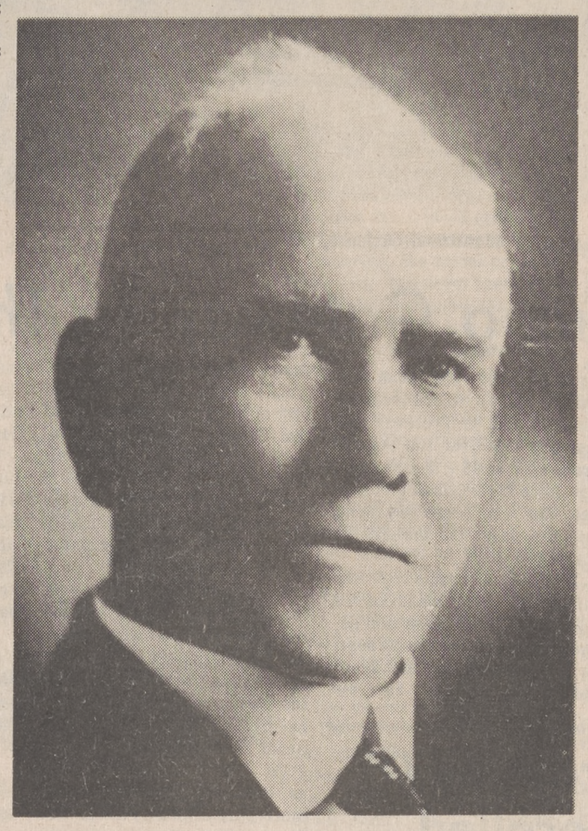
During the 30-plus years the Barretts published the Sierra Sun and Truckee Republican, the area has shown a consistent development. New schools, a hospital, airport, miles of new streets and highways, the construction of the freeway, the 1960 Winter Olympic Games, the new state park and museum, the Boca, Prosser, stampede dams and recreation areas, were all built and promoted during those 30 years.

The newspaper took an active lead in all these projects, as well as promoting similar developments at Lake Tahoe where the growth has been spectacular in both winter and summer sports activities, home building, business expansion, recreational activities and other advantages.

Only those who were here prior to the 1930s can visualize the progress which has been made both at North Tahoe and in the Truckee-Donner area.

This progress can be attributed to the nature of the people who make up the communities. Organizations and individuals have seen the future of the region and, for the most part, are working to achieve the full potential.

The Sierra Sun is now a member of the Scripps League of Newspapers, dedicated newspaper people who look forward with optimism and confidence to a second hundred years.



C. F. McGLASHEN – 1847–1931
. . . editor – publisher Truckee Republican

C.F. McGlashan: A Man Truckee Won't Forget

Charles Fayette McGlashan was born in 1847 at Janesville, Wis. and came to California with his family when he was two.

He grew up near Cloverdale and finished his secondary education at Healdsburg. He began his career as a school teacher at 17, then went to Williston Seminary in Massachusetts to further his education.

Upon return to California, he became principal of Placerville High School. He was principal of the Truckee Public Schools for two years before turning to journalism.

In 1874, as a correspondent in Utah for the Sacramento Record-Union, McGlashan investigated the Mountain Meadows Massacre and wrote a series of articles on that awful tragedy; these exerted an influence leading to the subsequent arrest and conviction of John D. Lee.

McGlashan's editor at this time was the veteran journalist, W. H. Mills, who perhaps taught him his sharp and candid style of writing.

In 1875 at Truckee, McGlashan began the practice of law, which he continued successfully for four years. But he soon returned to newspaper work, first editing the Truckee Republican, and later becoming its owner. Now McGlashan became interested in the story of the Donner Party, which in 1846-47 was imprisoned by Sierra snows at Donner Lake.

This interest led to a thorough two-year investigation of the Donner tragedy, culminating in the book, History of the Donner Party (A Tragedy of the Sierras).

This story was first run in serial form in the Truckee Republican, and is the author's main claim to fame.

His research of published works and manuscript sources was remarkably thorough, for as has been noted, he seems to have anticipated much of the labor and research of writers on the subject who came after him.

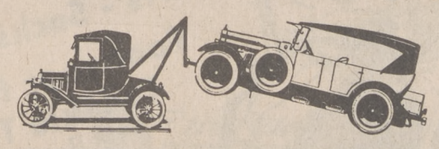
McGlashan's main work, History of the Donner Party, came about because McGlashan wanted to tell what had really happened to this group of people in their fateful attempt to reach California. The romance of their trip and the heroism of these fearless pioneers stirred his soul. Their adventures had been told and retold by so many settlers that the story had become legend, full of untruths. As a good jounalist, McGlashan was eager to get the real story. He felt a particilar sympathy for these people because he was so familiar with the territory where they had struggled and died that awful winter. McGlashan knew from personal experience what it was to be caught in a paralyzing Sierra blizzard.

History of the Donner Party was published as a book in 1880 after serialization in the Truckee Republican. It had 12 printings, a wide appeal accounted for by the skill with which the exciting story was told and by the fact the Donner chapter in western history was still new.

Leaving Truckee for a few years, McGlashan plunged into state politics as publisher of the Santa Barbara Press. He succeeded Theodore Glancy, who had been shot to death in an editorial feud.

In the early 1880's, McGlashan was a member of the California Assembly. Then, through with his stint as a politician, he returned to Truckee to devote his life to editing the Truckee Republican.

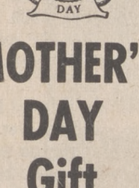
—IN TRUCKEE OVER 43 YEARS—



COMPLETE AUTOMOTIVE SERVICE
★ Brakes ★ Transmission
★ 24-Hour Towing
Car and Truck
"SKILLED WORKMANSHIP COSTS NO MORE"
All Work Guaranteed

..THORNTON'S GARAGE
JIM ROSA, OWNER 587-3539

VAIL'S



MOTHER'S DAY Gift Suggestions
★ CANDIES
★ PERFUMES
★ COLOGNES
★ LIPSTICKS
★ MOTHER'S DAY CARDS

—Plus—
FREE GIFT WRAPPING

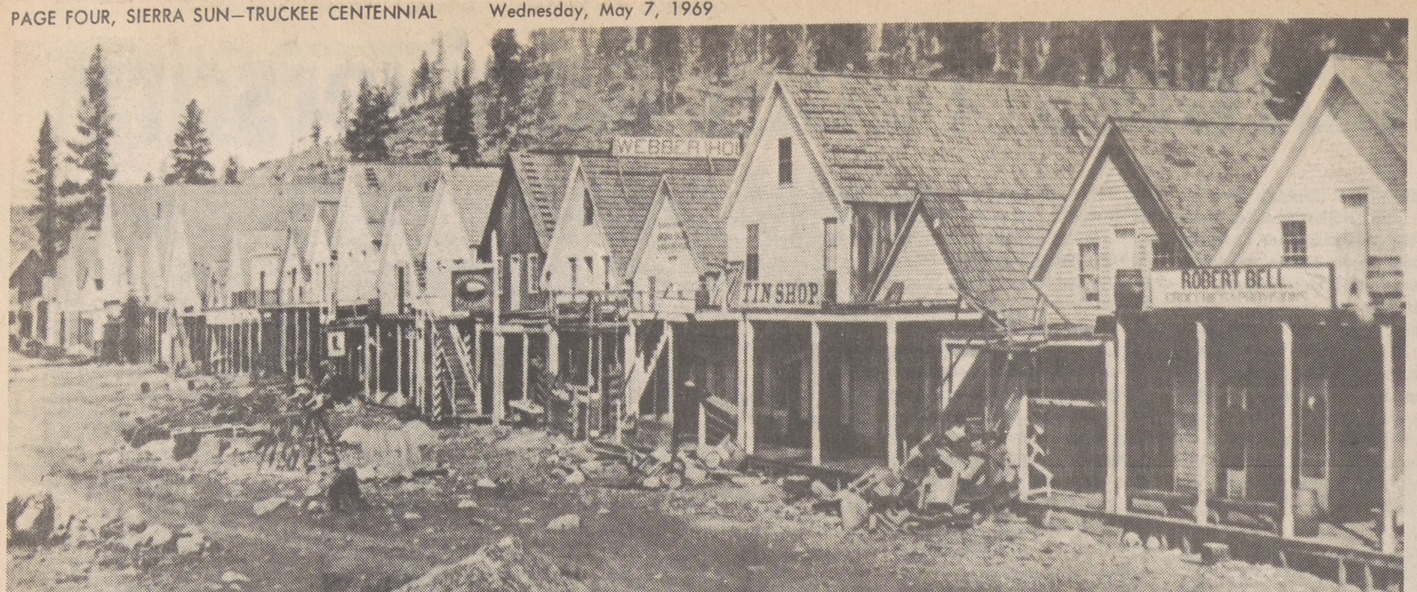
VAIL'S Pharmacy
IN THE GATEWAY SHOPPING CENTER
Phone 587-3851

One hundred years ago the founders of the Central Pacific (now the Southern Pacific Company) built the first rail link with the East through the West's high mountains and deserts to join together, at Promontory Summit, Utah, this nation's first transcontinental railroad.

Since then, the growth of the West has been spectacular. We've had to do some growing, too, to keep pace—until today, 118 years after the earliest part of our railroad began operations, we're serving the Golden Empire with the most diversified transportation system in America.

We're proud of this century-plus of service and of our part in the growth of the West.

But the past is no place to linger. We look instead to the future. Today–and tomorrow–we will continue to develop the most dependable services to meet the transportation needs of our customers.



TRUCKEE "THE CITY" – This is how Truckee looked in 1870, left, with a typical roundhouse of the day a center of railroad business, right.

Truckee — A Town Born Of Necessity And Continuing Gateway To The West

By DOUG BARRETT

Truckee is where it is because it is on the road to somewhere else.

Here pioneers paused to contemplate the ordeal of up and over the Sierra to the promised land of California. Here the Donner Party, in fact, contemplated too long and wrote the first epic chapter in the area's history.

Next came the travel between the more established mining communities of California and the new fields in western Nevada. Transportation routes crossed in this area – the Henness Pass from the upper North Fork of the Yuba, via Dog Valley and the Little Truckee, to the Truckee itself. This route intersected the old Dutch Flat and Donner Lake turnpike from Nevada City to Virginia City.

Here, in 1863, Joseph Gray built a log house and moved in, setting up a way station for the weary travelers. This structure was located near the corner of Bridge and Church Streets in Truckee. A year later, one J. McConnell settled further upstream but still in what is called, today, Truckee.

The general history of the Pacific railroad, the dream of Theodore Judah and the vision of the Big Four is widely known. The conquest of the Sierra summit and the need for a focal point for the Central Pacific's mountain operations gave rise to Truckee and its development over the past century.

Of course, it was years before the first train went whistling through from Sacramento on its way to the junction with the Union Pacific in the middle of Utah after the first surveyors and laborers began their work in this region.

Just within Meadow Lake Township of Nevada County, there were a dozen or more way stations for the C.P.R.R. construction crews. Bean's History & Directory of Nevada County, 1867, listed Cardwell Station, Prosser Creek Station, Fry's Station, Tinker's Station, Witherspoon's Station, Webster's Station, Gray's Station and, of course Coburn's Station.

It was the latter, with S.S. Coburn, the blacksmith patriarch still in the neighborhood, which was renamed "Truckee" to become the hub of the railroad's high Sierra operation.

The problem of the enterprise was to lay track and to lay it fast. Snow to great depth hindered the effort and when they couldn't go through it, the railroad builders went around it.

Bean took judicious note that the winter of 1866-67 was unusually severe in the mountains. The snow depth at Meadow Lake was 25 feet on the level but "notwithstanding, communication was kept open with the railroad at Cisco most of the time."

This was confirmed by John R. Gillis, assistant engineer for the Central Pacific, who noted, "The heaviest storm of the winter began February 18th, at 2 p.m. and snowed steadily until 10 p.m. of the 22nd during which time six feet fell . . . It snowed steadily from March 2nd, making ten feet of snow and thirteen days storm."

The following winter was no easier. In early February, 1868, a report was that snow at Meadow Lake "lays to the depth of 20 feet."

Still, it was necessary to keep pace with the easier task of the westward tending Union Pacific crews. The Central Pacific had to haul materials, including rails and rolling stock, over the crest of the Sierra by team and sled. From Truckee the crews were able to push eastward across Nevada until the elements permitted linking of the ends of steel at Cisco and Truckee.

The Stars & Stripes of Auburn in January, 1868, noted in its columns that several eight-horse teams passed through that city "bound for the regions beyond the summit of the Sierras. We learn that they will take the cars at Colfax and ride to Cisco by rail. From thence onward to their destination is said to be excellent sleighing. These teams are to be used in transporting railroad iron along the line of the Central Pacific Railroad, the work on which is being vigorously prosecuted."

A month later the Alta California of San Francisco, using the name "Truckee" for the first time to designate the town, had a special report from "Eastern Terminus, CPRR, Truckee." This noted that "the progress of the grade east is highly satisfactory. Sections of the grade between this point and Verdi will be completed and ready for rails within two weeks."

The new 40-ton locomotive "Onward" arrived at Truckee February 3 three days out of Cisco. "Sufficient motive power and material is in transit now, east of the Sierra," it was reported, "to complete the contemplated one hundred miles of track by the time the connection is made at the summit."

Meanwhile, passenger service was being offered. Trains left Sacramento at 6:30 in the morning, arrived at Cisco at noon, with stage connections for Summit City, Austin, Virginia City and other points in the silver fields of Nevada.

It was during this period that a legislative junta from Sacramento, going up the mountain, by rail to Cisco and sled to Truckee, became a public scandal of the day.

Senators and Assemblymen "and several ladies" on February 3, 1868, were guests of the railroad, heavily dependent on public funds for subsidy of the work. A newspaper story describing the junket, which included an overnight stay at Cisco, waxed somewhat eloquent:

"Arrived at Cisco at noon, precisely. Snow eight feet deep on the hillsides and immeasureable in many of the lowlands. The party took sleighs to Donner Lake: roads good; made the trip in three hours: 18 miles. An elegant dinner at the Donner Lake Hotel. Lake frozen and covered with deep snow . . . The party returned to Cisco by moonlight. Wrapped in buffalo robes – the stars above and the deep virgin snow beneath — the party was drawn to the music of clarion sleigh bells at fastest speed across the mountains homeward . . . . The time from Donner Lake to Cisco was made in two hours."

Snowfall, landslides and balky equipment continued to hamper the work over the Sierra crest. However, the project went forward steadily from the base at Truckee.

During this phase, the company had fifteen mills in the Truckee area, all working as getting out ties. For a great distance into the desert region all the ties and trestle timbers had to be procured in the Sierra. Sierra timber also supplied the paralelling Overland Telegraph Line with poles.

The press of the time, in November 1868, reported:

"Almost countless gangs of men are working from that point (Truckee), stripping the whole slope of the tall pines which were their glory but a short time since. The sawmills up and down the Truckee are working night and day, cutting out ties and other lumber for the railroad, and for the mushroom towns going up along the route at every station for hundreds of miles eastward. There is nobody idle here."

Almost as memorable as the linking at Promontory a few months later was the date of June 17, 1868, at Strong's Canyon near Truckee, when "the last rail connecting California with Nevada was laid at 8:20 o'clock this afternoon. The honor of driving the last spike was awarded to Mr. H.H. Minkler, and it is to the untiring energy of Messrs. Strobridge and Minkler that the railroad company is indebted for the early completion of this, the greatest railroad triumph of the age."

Minkler was "chief track layer" for the Central Pacific.

The day before the Virginia City Territorial Enterprise reported, "The cars are now running through the big tunnel on the summit of the Sierra, and will, within two or three days, run directly through from Sacramento."

As the track was joined, the first passenger train left Sacramento for Reno. Characteristically, this first train was held up two or three hours by a snow and rock slide which blocked a tunnel "on the hill." The writing tourist noted the activity of the Truckee valley thus, "Sawmills by the dozen, driven by the rushing river, line the banks of the stream for miles and miles, and the hills swarm with laborers of every nationality and hue – Europeans, Americans, Africans and Asiatics (the latter immensely preponderating in number) — engaged in cutting down and preparing the timber for the road."

In line with the policy of naming locomotives, the engine which pulled this first of thousands of trains over the summer was the "Antelope."

With the trans-Sierra gap joined, it was just a matter of covering space in time until the junction with the Union Pacific on May 10, 1869, when the CP's "Jupiter" met the UP's No. 119 at Promontory, Utah.

With attention focused in the Utah desert, writers were not so verbose on Truckee and its part. Reporters covering the trip to Promontory from San Francisco did relay such statistical bits as "there are 3,000 people living in Truckee" and that the trip over the summit proceeded at 45 miles an hour. The time from Colfax to Truckee was two hours and twenty minutes, less "12 minutes for stappages."

Truckee became the terminus for one division of the CPRR. A roundhouse and accessory shops were built here. In the midst of timber, Truckee mills supplied ties for the roadbed eastward. The earliest locomotives were wood fueled. In 1883, supplying cord wood to the railroad was the major economic activity of the town. Forty-five thousand cords a season were sold to the company at the track for $3.75 to $4 a cord, delivered at a cost of less than $1.50 a cord.

Truckee was a rough town of rough men and few women — many of them evidently rough as well. Its first constable, Andrew Andrews, lasted about a year to be succeeded by the more durable Jacob Teethers.

C.D. Irons, in his early history of the Truckee basin, noted that Teeters' favorite enforcement weapon was not a gun but a pick handle. "It was much easier loaded and not so near apt to miss fire" as a gun, the pioneer peace officer mused in later years.

If Jake did not prefer a gun, many of his fellow citizens were not so squeamish. Murder was frequent, with a man named "Hamilton" apparently the first victim to come to the records and his killers were never brought to book.

On July 7, 1869, a shoot out in town was reported in the metropolitan press. About 1:30 the previous morning George Prior and John Whepley exchanged nine shots. Prior was hit and had his left shoulder broken. Whepley was killed by a stomach wound. The report concluded "The cause was a woman."

After this shooting incident, another occurred between two women the same date. Jo White and Lotta Morton were having a fist fight. This melee was approached by another woman named Belle Butler, who shot at Jo White but missed her and wounded Lotta Morton fatally.

The previous December, a young man named Jerry Emerson, "under the influence of liquor," was making the rounds and issuing general and particular challenges to physical encounter.

He challenged a young man in a saloon. Emerson, according to the account, had his own revolver drawn. Apparently the local gentry had exhausted their patience, for the Truckee Tribune recorded, "instantly a dozen revolvers were drawn and were discharged at Emerson, who fell, pierced by eight or nine balls, from the effect of which he died in a few hours."

The Tribune editorialized: "Emerson is said to have been a man of a very quarrelsome disposition when under the influence of liquor. Some months since he had a leg broken in a drunken row in Reno, so we are informed. No arrests have been made, as no blame could be attached to any one for his death."

Within a short time, a gambling quarrel between George D. Gilbert, who was operating a faro game, and Henry Benjamin, who was bucking the game, flared into a blade and derringer duel, leaving Gilbert dead.

Poor marksmanship often marked these brawls, so that staying whole in Truckee was not just a matter of keeping out of fights but keeping out of range.

In its issue of November 7, 1869, the Truckee Tribune summarized a shoot out thus:

"In a difficulty between a man named Lyons and another named Jones, Lyons drew his pistol. A colored man by the name of Henry, in the employ of Mr. W.B. Campbell, who was standing near at the time, received one of the balls in his right thigh, and passing through it, lodged in his left, but fortunately breaking no bones, although causing a very painful wound. Another ball struck a young man, named August Marr, on the end of the forefinger of the right hand, and, ranging, crushed his thumb badly, and then lodged in his coat. After discharging his pistol, Lyons seized Jones and began beating him over the head with the butt of his revolver, and succeeded in cracking his skull before any one could interfere and separate them."

All this a good five or six years before Truckee was able to boast any sort of jail for detention. The coming of law and order, and the continuing development of Truckee into a center for more acceptable and less painful recreation belongs to another narrative which must wait for a more appropriate time. This has been concerned with the very beginnings – the labor pains of a mountain town.

The fires, the train wrecks, the role of the lodges, the churches, the Chinese and all the rest developed later. This is how it started.

. . . The Hardships Of 1846 Are Recalled

From statement by Mr. Reed of Donner Company written for Pacific Rural Press regarding attempts to rescue snow-bound starving emigrants of 1846. (This excerpt from incidents en-route to rescue).

"At the lower end of the (Bear) valley where we entered, the snow was eighteen inches in depth, and when we arrived at the (Curtis) tent, it was two feet . . .

Two days out from Curtis' tent . . . "In the morning we started. We proceeded on, the snow deepening rapidly, our horses struggling to get through, we pushed them on until they would rear upon their hind feet to breast the snow, and when they would alight, they would sink in it until nothing was seen of them but the nose and a portion of the head. Leaving them, we proceeded further on foot, thinking that we could get in to the people, found that impossible, the snow being soft and deep.

"I may here state that neither of us knew anything about snow shoes, having always lived in a country where they never were used. We were here compelled to return, and with sorrowful hearts, we arrived that night at the camp of Mr. Curtis."

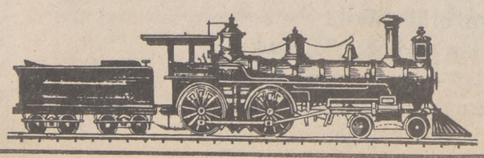
OLD COAL BURNERS – Truckee in 1868 was a far cry from today's modern stations, so were the old "coalburners" compared to today's steamliners.

LOYND'S DRUG
—SINCE 1931—
Downtown Truckee
Phone 587-3529

1869-1969

Our Congratulations to the Railroads and to the Sierra Sun on their Centennial.

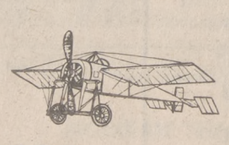
FROM ALL OF US AT LOYND'S DRUG



FOR DISTINCTIVE HAIRCUTS
FRED'S Barber Shop
DOWNTOWN TRUCKEE

TRUCKEE AIRPORT SERVICES

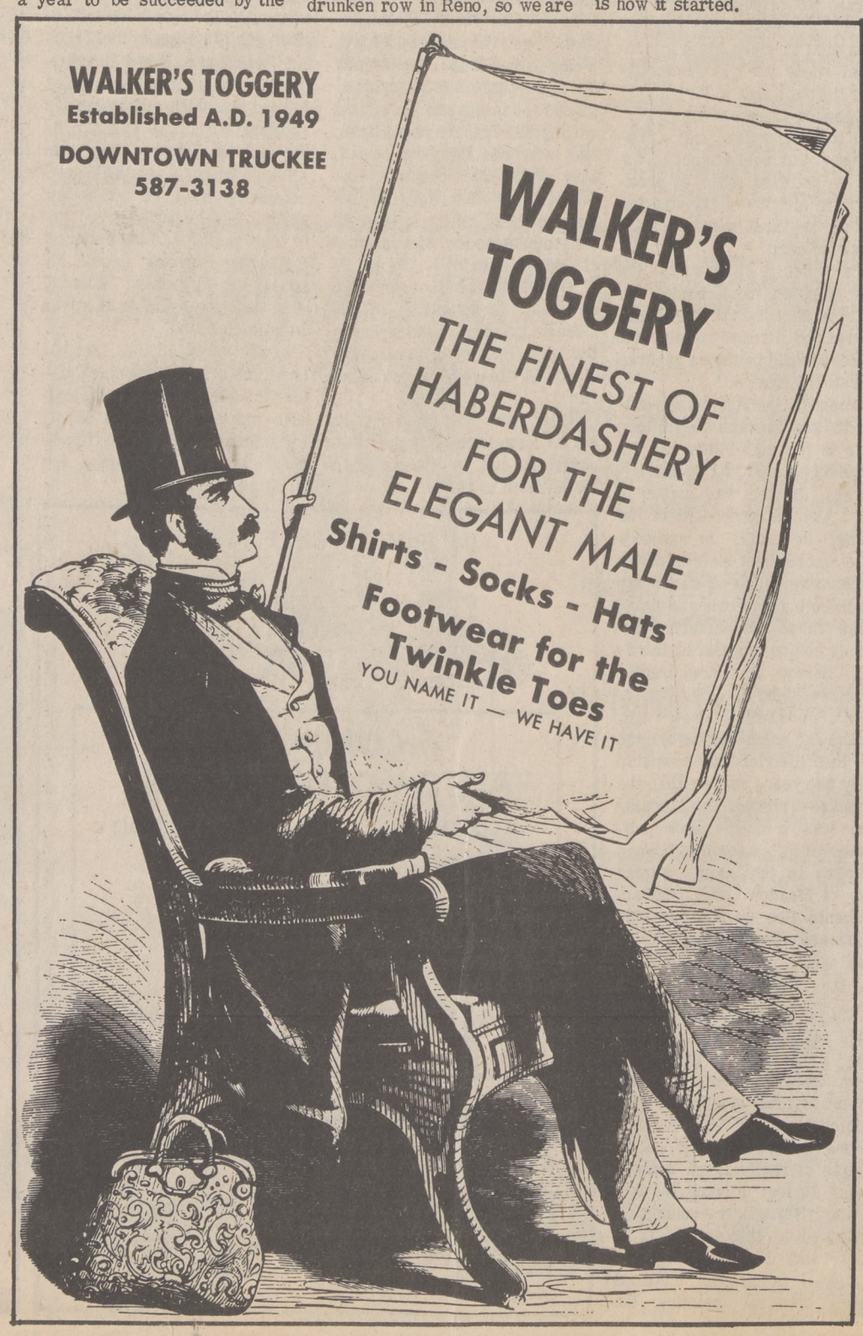
3 Miles Southeast of Truckee on State Route 267



★ Rental Cars
★ Local Maps and Information
★ Late Snow Conditions
★ Resort Reservations
★ Weather Phone—FSS
★ Aircraft Parking & Tie-Down
★ Aircraft Rental
★ Flight Instruction
★ Ground School
★ Complete Line Services
★ Aircraft Maintenance
★ Charter & Air Taxi Service

TRUCKEE AIRPORT SERVICES
P. O. BOX 1208 — TRUCKEE, CALIFORNIA
Telephone 587-3879

WALKER'S TOGGERY
Established A.D. 1949
DOWNTOWN TRUCKEE
587-3138


WALKER'S TOGGERY
THE FINEST OF HABERDASHERY FOR THE ELEGANT MALE
Shirts - Socks - Hats
Footwear for the Twinkle Toes
YOU NAME IT — WE HAVE IT

May 10, 1869 — Railroad History With A Golden Spike

By RALPH W. HANSEN,
University Archivist
(Reprinted From The
Stanford Observer)

One hundred years ago in May, 1869, the Central Pacific Railroad and the Union Pacific Railroad joined together at Promontoy Summit, Utah, to form the first transcontinental railroad in America.

But considering the historical import of the event, the ceremony was not all that well organized: There were four spikes, not just the one "gold spike" that has become so well known; the ceremony was delayed two days because a Union Pacific vice president was being held hostage by several hundred laborers demanding back pay; there was a last-minute argument between executives of the two railroads roads over who should drive the last spike.

During brief remarks at the ceremony uniting the two lines, Leland Stanford, President of the Central Pacific, predicted that the nation would soon "require three tracks. . .to accommodate the commerce and travel which will week a transit across this continent." His estimate was modest. Railroad building became a national frenzy as Amercians realized a mobility never before experienced by humans. Most important to the nation was the uniting of two halves previously separated by a vast "desert."

Prior to the completion of the first transcontinental line, travelers to California needed six months by sea, or a shorter time if the hazardous Panama land crossing were utilized. The equally hazardous overland route through Indian territory appealed only to the most hardy. A Union Pacific poster announcing the historic joing of the rails at Promontory gloated that travelers could get "Through to San Francisco in less than Four Days, avoiding the Dangers of the Sea!"

The ceremony was to take place on May 8, 1869, but unforeseen circumstances delayed the program until May 10. Leland Stanford, President of the Central Pacific, and a party of nine left Sacramento for Utah on May 5. Included in the party were the newly appointed Governor of Arizona Territory, A. P. K. Safford, the soon-to-become-Governor of Nevada, F. A. Tritte, and Dr. John Todd.

The special train of two cars consisted of Superintendent Crocker's private car which slept ten, and a car which carried provisions and berths for the crew. In addition to sleeping quarters, Crocker's car had a kitchen, a dining room, and a lounge. Early in the first afternoon of its journey, Stanford's special was nearly wrecked by a fallen tree which severely damaged the engine.

Limping into Reno, the two-car special was attached to the regular train drawn by the engine "Jupiter," thus thrusting this engine into history.

On Friday, May 7, the Stanford party arrived at the Central Pacific's construction camp on the shore of the Great Salt Lake. At Promontory there was no sign of the Union Pacific representatives. Heavy rains following a week of snow-melting warm weather had swollen streams, thus obstructing the progress of Union Pacific's Vice-President Thomas C. Durant and the Union Pacific party—or so Stanford was told.

In reality, Durante was being held prisoner by several hundred tie-cutters who hadn't been paid since January.

After frantic efforts, the necessary funds were secured to free the Union Pacific special, but then, a rain-swollen river at Devil's Gate, Utah, prevented access to Ogden until a bridge could be strengthened. The train crew, still not willing to risk the weight of an engine, rolled individual cars across the bridge where another locomotive from Ogden reassembled the train on that side of the bridge.

Stanford wired the parade chairmen in Sacramento and San Francisco that the celebration was to be delayed until Monday, May 10, but preparations had reached such an advanced stage that the California celebrations began as planned. The chairmen informed Stanford that they would keep celebrating until the happy event really did take place.

At Promontory Summit the mood was one of dejection. "To spend three days in this desolate spot, surrounded by sagebrush," wrote Dr. J.D.B. Stillman of the Stanford party, "with only such neighbors as would make it dangerous to venture away from the car, lest we have our throats cut on the suspicion that we might have a spare quarter in our pockets, was not charming."

While waiting for the participants to arrive, a reporter for the Alta California watched Wells Fargo's Overland Stage No. 2, laboring toward the railroad with a load of mail for the West Coast.

"The four old nags were worn and jaded," commented the reporter, "and the coach showed evidence of long service. The mail matter was delivered to the Central Pacific Co., and, with that dusty, dilapidated coach and team, the old order of things passed away forever."

May 10 dawned bright, windy, and cold. Union Pacific workmen were completing the last few yards of the track to the gap that two rails would soon fill. All ties were in place except the last. A train whistle at about ten o'clock announced that all was in readiness.

However, the actual order of ceremony had never been planned, and disagreement as to who should drive the last spike almost terminated the ceremony before it got started. A reporter for the San Francisco News Letter wrote, "at one time the Union Pacific positively refused connection and told the Central people they might do as they liked, and there should be no joint celebration."

The haggling by emissaries was settled by Stanford and Durant when they agreed that since they had two gold spikes, they would drive them simultaneously, at opposite ends of the laurel tie.

The tie was solemnly carried to the track by James Harvey Strobridge and Samuel B. Reed, construction bosses for the Central Pacific RR and Union Pacific RR. Then Tritte of Nevada handed his silver spike to Durant, and Safford of Arizona presented his composite spike to Stanford, who in turn, placed them in the holes bored for them.

At 12:27 Dr. Todd stepped forward to offer the dedicatory prayer. Western Union reported to the nationwide hookup which was awaiting word to begin celebrating: "We have got done praying. The spikes is about to be presented." D. W. H. Harkness, editor of the Sacramento Press, then handed one gold spike to Durant and the other to Stanford. Brief remarks by all three preceded the final act.

As Stanford concluded his remarks, the telegraph operator report to his national audience was "All ready now. The spike will soon be driven. The signal will be three dots for the commencement of the blows." Stanford stood by the east rail, Durant at the west, and on the signal of the telegraph officer, they simultaneously tapped their respective spikes.

Mr. Stanford had a telegraph wire coiled around his silver hammer, thus it was his gentle tap that announced to the nation that the lines were joined. The first message sent to President Grant in the White House read: "Done! The last rail is laid! The last spike is driven! The Pacific Railroad is completed! The point of junction is 1,086 miles west of the Missouri River and 690 east of Sacramento City!"

At Promontory Summit, the crowd cheered as the whistles of four locomotives joined in. Stanford and Durant shook hands, the latter remarking, "There is henceforth but one Pacific Railroad of the United States."

In addition to the official parties, there were in attendance 20 newspaper correspondents, three companies of the 32nd Regiment en route to the Presidio of San Francisco, a scattering of neighboring settlers, and a trainload of UP workmen. Three photographers were present, but apparently none captured the actual spike ceremony.

Color was fortunately provided by the unexpected arrival of an army band, and the soldiers' wives. Contemporary photographs give no evidence of official bunting or flags.

After Stanford and Durant had finished tapping the spikes, others were given an opportunity to further drive them into the specially drilled holes which would not damage the soft metals. Mrs. J. H. Strobridge, one of the few ladies present, was dubbed "Heroine of the Central," and was allowed the last blow before the CP's Jupiter and the UP's 119 moved forward until their pilots touched. Then each locomotive in turn backed off to let the other cross the spot where the rails met.

Stanford had the gold and silver spikes pried out of the laurel tie and the tie removed to his car. A California redwood tie replaced the original, and Stanford and Durant tried their hands at driving real spikes. To the amusement of onlookers, both missed repeatedly, giving rise to the myth that they missed the gold spikes previously tapped into place.

Within a few days after the ceremony, souvenir hunters made short work of the redwood tie, and at least five others as well as two pair of rails.

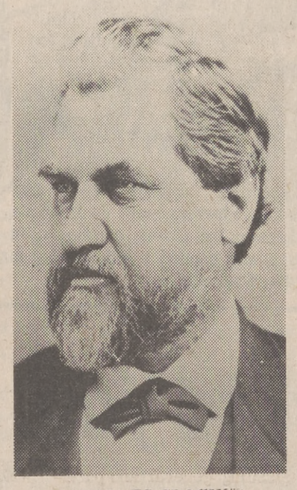
The gold spike of David Hewes was returned to Hewes, who gave it to Stanford University in 1892 where it is one of the University Museum's major attractions.

The shovel used to turn the first shovel of earth in 1863 and the silver-plated sledge also at Stanford have been loaned by the Stanford Museum to the new Golden Spike Museum at Promontory, Utah. The laurel tie was burned in the San Francisco fire of 1906 along with all the records of the Central Pacific (now Southern Pacific). The second gold spike went to General G. M. Doge, Union Pacific President. Arizona's gold, silver, and iron spike was cut in half. One half went to Sidney Dillon of the U. P., and the other half has disappeared.

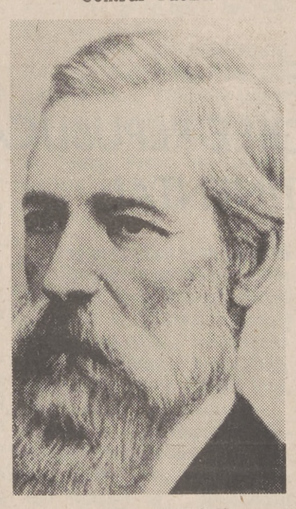
Now, 100 years after the railroad history was made in Utah, "the old order of things" again seems to be passing away. Railroads are avoiding passenger carriage, once a major source of revenue. Whether railroads will ever again assume a role of importance in mass transportaion depends upon Congress and the American public. The reenactment of the spike ceremony on May 10 will add a brief spot of lustre to a faded lady, or as Jack Goodman observed in the Saturday Review, "the silver maul that hits the golden spike . . . could sound nothing more than a death knell."

CHINESE LABORERS – Prior to the completion of the Transcontinental Railroad in 1869, Chinese laborers are shown using dump carts to make a fill to bring the road bed to a level at Heath's Ravine, 80 feet deep, 82 miles from the Sacramento terminal of the Central Pacific. The Chinese worked at two or more levels to increase the number of forces that could work in any areas, thus speeding construction.

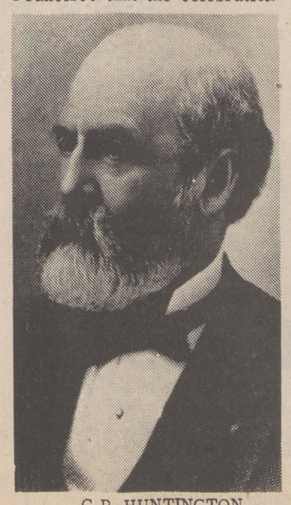
LELAND STANFORD
. . . president of
Central Pacific



CHARLES CROCKER
. . . helped build the
Central Pacific



MARK HOPKINS
. . . helped run
the Central Pacific



C.P. HUNTINGTON
. . . key Southern
Pacific figure

HOTEL TRUCKEE
Since 1928

PEOPLE JOURNEY MANY
MILES FROM ALL PARTS
OF THE COUNTRY TO STAY
at

HOTEL TRUCKEE
(Soon to be known as
the Sierra Inn)
Located in Downtown Truckee
Les & Pat Geary, Props. 587-3256

1869. May 10th. 1869.
GREAT EVENT
Rail Road from the Atlantic to the Pacific
GRAND OPENING
OF THE
Union Pacific
RAIL ROAD,
PLATTE VALLEY ROUTE.
PASSENGER TRAINS LEAVE
OMAHA
ON THE ARRIVAL OF TRAINS FROM THE EAST.
THROUGH TO SAN FRANCISCO
In less than Four Days, avoiding the Dangers of the Sea!
Travelers for Pleasure, Health or Business
Will find a Trip over The Rocky Mountains Healthy and Pleasant.
LUXURIOUS CARS & EATING HOUSES
ON THE UNION PACIFIC RAIL ROAD.
PULLMAN'S PALACE SLEEPING CARS
RUN WITH ALL THROUGH PASSENGER TRAINS.
GOLD, SILVER AND OTHER MINERS!
Now is the time to seek your Fortunes in Nebraska, Wyoming, Arizona, Washington, Dakotah Colorado, Utah, Oregon, Montana, New Mexico, Idaho, Nevada or California.
CONNECTIONS MADE AT
CHEYENNE for DENVER, CENTRAL CITY & SANTA FE
AT OGDEN AND CORINNE FOR HELENA, BOISE CITY, VIRGINIA CITY, SALT LAKE CITY AND ARIZONA.
THROUGH TICKETS FOR SALE AT ALL PRINCIPAL RAILROAD OFFICES!
Be Sure they Read via Platte Valley or Omaha

UNION PACIFIC RAILROAD
GOLDEN SPIKE 1869 1969 CENTENNIAL

CREATING
TRANSPORTATION
HEADLINES
HAS BEEN OUR
BUSINESS
FOR OVER A
CENTURY.

April 4, 1889—Day Of The Great Train Wreck

By FLORENCE S. BURGE

Gone from the western scene are the steam locomotives.

No longer is heard the once familiar chug–chug–chug that bounced against the mountain–sides and reverberated throughout valleys.

Big puffs of variously white and black smoke streaming into the sky are almost forgotten. Now there is only a subdued whir as the big diesels pull out.

The children are unable to remember anything else.

One day soon the children will inquire, "What's a train?"

"Locomotive? You mean people were pulled where they want to go by that!"

"And it ran on those thin steel things nailed to big hunks of wood?"

* * *

Many an engineer who spent most of his years on the hard riding, pounding seat of a steam locomotive remembers, though.

He looks at the gleaming panels of the push–button diesel, settles deeper into his well–padded seat and has a moment of regret.

He and the conductor still have the responsibility of millions of dollars worth of freight, of hundreds of lives – and the crew members are still "our boys."

Little else, however, remains to remind the engineer of the days when he called "pour on the coal!"; when his keenly attuned ear picked up every valve slap and put it to work; and when the steam gauge and the "feel" of the engine had to be reconciled to get the maximum power and efficiency to haul the long freight safely up hill and down.

Since the beginning of railroads in this country, the engineer and conductor have been responsible for their train.

From the 23 miles of track laid in the first two years of the railroads' existence between 1828 and 1830, gleaming rails shot into wildernesses and crisscrossed the country, mile after mile, culminating in the joining of rails from east to west at Promontory Point, Utah to bring the Pacific and the Atlantic together by rail.

But it wasn't until the decade from 1880 to 1890 that really tremendous strides in railroading took place.

In that period standard gauge rails were universally accepted, rail laying increased 70 per cent and the confusing hundreds of various "times" throughout the country were finally put on "standard" time. (The latter was done over the objections of ministers who preached sermons against it and government officials who disregarded it . . . thereby missing their trains!)

Then it was that the engineer had schedules he could keep and it was up to him to run on time.

Any slight misjudgment of the power of his engine, any deflection in the time of his watch and that of the crew of an oncoming train could bring disaster – and sometimes did.

These were two all important factors that brought disgrace and heartbreak to one crew and death to part of another in an historic wreck of April 4, 1889.

At 8:05 a.m. engineer Perkins pulled No. 9, a heavy freight, out of the yards at Wadsworth, Nev. He was westbound on the single track for Truckee.

Perkins was satisfied with the sound of his engine for he'd had the best valve setter in the 20–stall Wadsworth roundhouse set the valves.

Fireman Mysegader, a younger man, had a good head of steam built up for the long pull ahead.

Slowly, Perkins manipulated the throttle as the train wound through deep cuts beside the Truckee River and into Reno. Here he picked up young Harry Wilson, his forward brakeman.

Perkins compared watches with the station agent and his own conductor, Patton, before pulling out at 10:25 on the dot–and on schedule. He expected to meet the eastbound No. 10 sidetracked either at Laughton (now Lawton) siding or Verdi. Westbound trains had the right–of–way on the single track.

At approximately the same time, train No. 10 with Engineer Thatcher at the controls rolled through Verdi. Conductor Clark tossed the station agent the bills for two freight cars he'd set out on the Verdi sidetracks and ran toward the moving train. He missed the engine and caught the first car, then walked forward to the engine cab.

Thatcher was intent upon the steam gauge and throttle. He was four minutes late leaving Verdi and he called for more steam as the great engine gathered speed.

A good engineer, with a clean record, Thatcher felt he knew his engine. The speed limit was 13 miles an hour around curves and 15 mph on the straightaway. He pushed the throttle open a little more and increased his speed.

On top of 25 Mile Hill the train broke in two (the coupling broke between two freight cars). Thatcher pulled back on the Johnson bar and shut off the throttle to halt the train.

Rear brakeman Ike Cross ran forward from his place in the cupola of the caboose with pin and link in his crippled hands. Like many brakemen, he'd lost the first two fingers of both hands in using the dangerous link and pin couplings that frequently amputated fingers and crushed men. This time he was lucky and had the train recoupled within minutes.

But Thatcher had lost valuable time. Opening wide his throttle, he brought the train downhill at 22 mph in spite of the fact he had no orders to do so.

Again he checked his watch with conductor Clark. He'd used up all the time allowed for variation of watches (five minutes).

"Let's go on, we can make it," urged Clark.

Thatcher didn't reply. He knew he was running on No. 9's time but confident that he could get to the whistling post where he could be heard and seen. The whistling post was half a mile from Laughton's siding.

As the train and crew sped around the curve above George Laughton's ranch house, Clark began to lose confidence.

"If you can't make it, we'll cut off," he offered.

"There's no need of it," Thatcher replied.

He slowed his train down to 8 mph and pulled the rope for two long whistles and one short. He was sure now that he could be safely sidetracked by the time No. 9 came along.

But it was too late.

"Get off, Jack!" Clark shouted.

"I'll not get off, I'll stop her," replied Thatcher.

Plugging her, Thatcher put her in back–up motion and pulled her wide open on sand.

At the same time on train No. 9, Perkins saw the oncoming train loom up in front of him.

"For God's sake, get off. They're going to strike!" he shouted to his brakeman and fireman.

Simultaneously, Perkins called for brakes, blew his whistle, put on air and shut off his throttle.

Then he ducked out the gangway and stumbled up the hill beside the tracks, falling over rocks.

The two powerful engines came together with a grinding crash, splintering freight cars up and down the line. Perkins lay stunned as the rumbling subsided.

For perhaps two or three minutes, steam puffed and spewed. But as it began to clear, Perkins pulled himself to his feet and staggered back to the engine of No. 10. There he found Jack Thatcher, badly bleeding about the head, but still at the controls of his engine.

"What time you got?" he demanded.

Dazed, Thatcher pulled his watch out.

"Jack your watch is a minute slow. But that won't save you. What in the name of heaven are you doing here?" Perkins exclaimed.

"My God, I thought I could make it," Thatcher groaned.

Perkins called for someone to come and bathe Thatcher's wounds as he lowered himself from the cab. Then his eye lit on a broken body sprawled on the cylinder.

"My boy is killed . . . my boy . . . oh, no!"

Perkins stood wringing his hands helplessly, speechless now with shock at the sight of Mysegader, his fireman.

His eyes refused to credit the additional scene of conductor Clark's vain attempts to remove another man from the smokestack. Continuing steam drove the dauntless would–be rescuer back time after time.

The trapped body was that of another of Perkins' men, young Wilson the brakeman.

"His boys" and "his engine."

The two most valuable things in the career of an engineer wiped out in a few seconds.

To kill the one and break the other was to kill and break a little of himself.

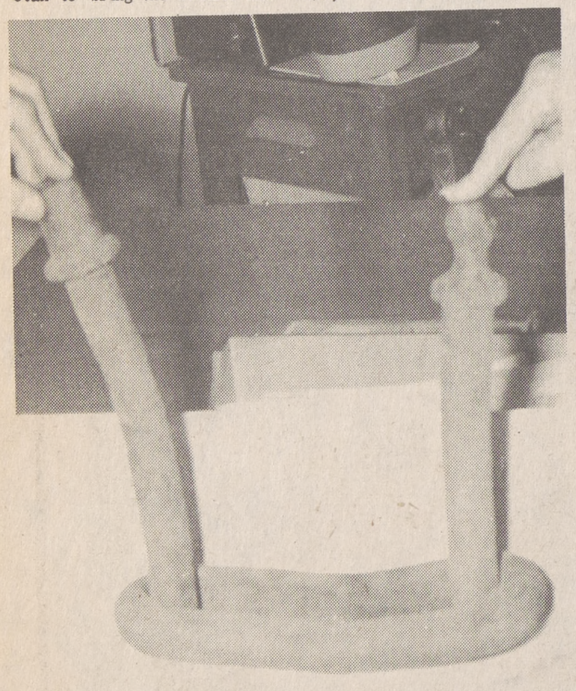
But Perkins was still the more fortunate. For Thatcher and Clark, lifelong careers lay splintered in the wreckage.

(Continued on page 8)

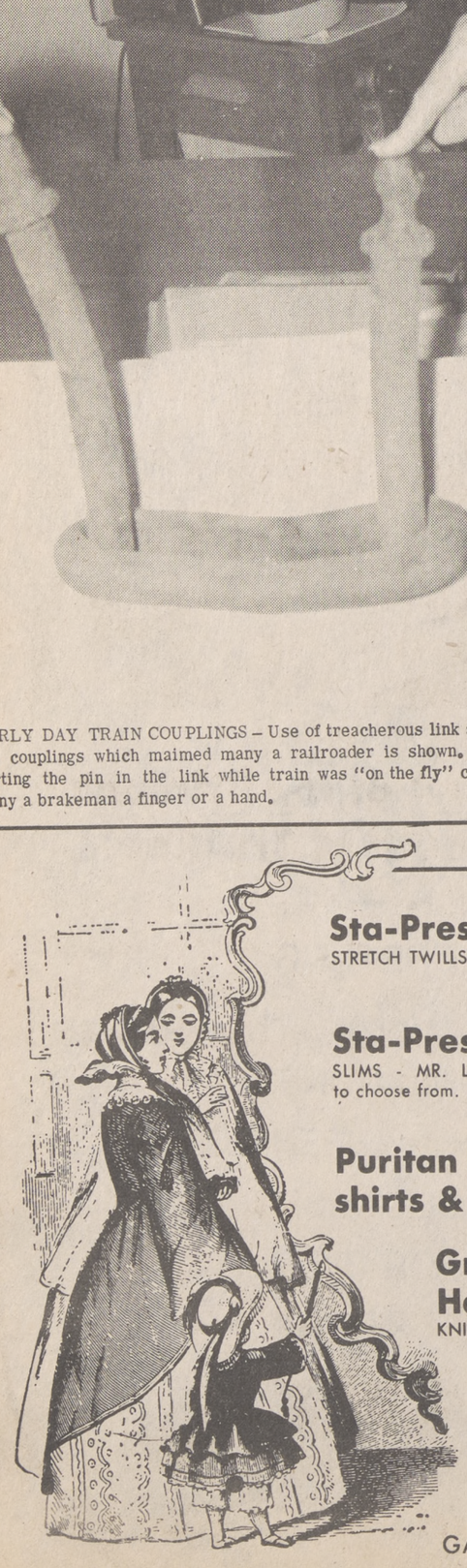
HISTORIC TRAIN WRECK – Engines No. 78 and 371 were the ones involved in the tragic train wreck at Lawton's on April 4, 1889. Contributing to this carnage that took the lives of two crewmen was a broken coupling which delayed the eastbound train long enough to prevent sidetracking at the appointed spot in time to avoid the collision.

– Photograph from Dr. Palmer collection

ALL DOLLED UP – The occasion is long forgotten and only descendents of the crew remain today. But on this day in 1883 when the Central Pacific eight–wheeler Engine No. 124 pulled into Mill City, its crew dolled it up for a picture. Shown are, standing, "Neversweet" Ed Doolittle, brakeman; Tommy Hogan, brakeman; Ike Cross, conductor; in front, George Abbay, engineer who donned a tall silk hat for the occasion, and John A. Goldie, fireman.



EARLY DAY TRAIN COUPLINGS – Use of treacherous link and pin couplings which maimed many a railroader is shown. Inserting the pin in the link while train was "on the fly" cost many a brakeman a finger or a hand.



Sta-Prest Levi's for Gals
STRETCH TWILLS, HOPSACKING, CHECKS
From $8.00

Sta-Prest Levi's for Guys
SLIMS - MR. LEVI'S. Many fabrics and colors to choose from.
FROM $6.98

Puritan Press-Saver shirts & knits FROM $5.00

Graff & Lady Van Heusen blouses
KNITS - SOLIDS - PRINT - STRIPES
FROM $3.95

BESIO'S
GATEWAY SHOPPING CENTER
587-3067
TRUCKEE

We've got to hand it to you.

CONGRATULATIONS TO THE
SIERRA SUN AND TRUCKEE REPUBLICAN
AND TO THE TRANSCONTINENTAL
RAILROAD
ON YOUR FIRST
HUNDRED
YEARS.

BANK OF AMERICA
NATIONAL TRUST AND SAVINGS ASSOCIATION • MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION
TRUCKEE BRANCH ★ TAHOE CITY BRANCH

Last Remnant Of TheWild West Vital Part Of Truckee History

By DOROTHY FORDHAM
Vice President
Truckee – Donner Historical Society

Truckee is located on the north bank of the Truckee River and nearly in the center of the 300 square miles of heavy timber comprising the Truckee Basin.

It's sawmills manufactured the lumber which built the snow sheds, ties, and bridge timbers of the Central Pacific across the Sierra and has maintained a brisk lumber trade throughout Nevada, Utah and southern Idaho.

According to Crofutt's Trans – Continental Tourist Guide (the first edition went to press a few months after the Gold Spike was driven at Promontory), freighting business to other points in the mountains, its forwarding and merchandising exceeding $140,000 monthly to Sierra Valley, Quincy and Plumas–Eureka mines on the north and Lake Tahoe on the south.

The town was (and will continue to be) the busy hub of the entire Summit land. The extensive tourist travel to Tahoe, Donner, Webber, and Independence Lakes passed through Truckee. Daily stages left going in all directions.

The Donner Lake stage line was owned by Pollard and went to the head of the lake, a distance of 6 miles. Campbell and Burke had the 14–mile run to Lake Tahoe. G. Richardson operated the 30 – mile line to Sierraville. Darling and Schneider of Sierra City had built a wagon Road to Milton, on the Henness Pass Road. The road connected Sierra City with Truckee, via the Henness Pass and Donner Lake wagon roads; heretofore, Sierra City had received their supplies from Marysville, a distance of 80 miles, or from Colfax via Nevada City and Downieville, also about 80 miles.

One could hardly get around in Truckee for its piles of lumber, ties and cordwood. The town consisted of wooden buildings along the northern side of the railroad. A narrow, crooked alternately dusty or muddy street separated the first row of buildings–the business portion of the town – from another string of carelessly arranged houses, which stretched along the foot of the mountains.

The Central Pacific had a large depot and sheds and a 24 – stall roundhouses and the usual machine and repair shops. According to Edwards Guide to the Truckee Basin, an ice trade of considerable magnitude was mined from the pure clear water of the Truckee river and its tributaries. This ice was shipped far and wide and in all directions, even to the miners on the lower levels of the gold and silver mines at Virginia City and vicinity to keep them cool. Truckee also had a thriving agriculture industry. One hundred and twenty thousand sheep and vast herds of cattle were pastured in the immediate vicinity.

In Robert O'Briens book, "California Called Them," he writes, "Truckee was a rowdy little town from the start. Before Gray's Cabin had been up a year (1863), J. McConnell built a shack not far away, and he got into a fight with someone named Owens, and Owens plugged him, and when his wound was healed, McConnell sold his place to a man named Coburn and cleared out for good."

It took two years to bore the 1659 – foot summit tunnel through the granite ridge above Donner Lake. While this was being accomplished, advance gangs were laying track down through the basin toward the Truckee River canyon and the Nevada state line. When, in 1868, the tunnel was finished, there was no longer any use for the turnpike stages, nor any need for Donner Lake City. The drivers along with some miners from Summit City, moved to Coburn's. The first fire was in July, 1868, when Coburn's establishment and the few stores and saloons went up in smoke. There were 14 or 15 lumber mills nearby, and so the town quickly was rebuilt.

The autumn's first snow that year fell upon a new and bigger settlement, one that boasted nearly 300 buildings, a Central Pacific roundhouse, a theater with a permanent stock company, and a new name. Truckee. It was nearly as raucous and as tough as Bodie; the lights along Jibboom Street were just as red as those that beckoned the swaggering, free–spending Bodie badman. The nudes over the backbars of the Front Street saloons were just as lush as those found in the plush–and–crystal bars along Virginia City's C Street.

TEA CARRIER – This Chinese coolie laborer is part of a work gang drilling on the east portal of Tunnel No. 8 above Donner Lake, west of Truckee. Chinese workers ate a well–balanced diet and drank boiled liquids which prevented disentary and their Caucasian counterparts. – Central Pacific Photo

Once – it was in the spring of 1869 – five masked men walked into Burckhalter's Store waving six–guns. The cashier went on calmly counting the days receipts, some $18,000 in cash. When a holdup man robbed the clerk of his wallet, Hank Brown, who was reading a paper by a pot–bellied stove, said, "Boy's your're all laying yourselves liable to get hurt."

One of the bandits swept aside the newspaper and pointed the gun at Brown's chest. "By God," said Brown, "this means business." He rose to his feet, picked up his chair, and with a crash, brought it down over the desperado's head. As the man fell, Brown stepped over him and charged the others so furiously they fled in panic. The man on the floor was sent to jail, and the cashier continued his counting.

The summer crime wave that year was a little more spectacular. The girls on Jibboom Street had found that a good man was hard to find. Belle Butler and Carrie (Spring Chicken) Smith had given their heart to the same man.

It reached the point where the town was too small for the three of them. Carrie declared the third of July a personal Independence Day. Accompanied by George Prior, she invaded Belle's boudior in Lotta Morton's Jibboom Street bawdy–house.

They upbraided each other so shrilly their squawks carried to the Front Street saloons. "Must be a fox in the chicken coop," grinned the boys at the Virginia Bar. John Whipley, house pimp, answered Belle's cry for help. Havoc swept the boudoir.

When it was completely dismantled, Carrie and Prior retired to the street leaving Belle and Whipley to disentangle themselves from the wreckage.

Whipley, determined to kill Prior, found him in a Front Street bar. Prior drew and they exchanged eight shots. Prior lay wounded on the floor.

On her way for a doctor, Carrie met Lotta, stopped her in her tracks and gave her a haymaker to the jaw. Belle rounded a corner with six gun blazing aiming at Carrie, but she hit her friend Lotta.

Belle got 18 months in jail for her shooting spree and also the good man that was so hard to find. Carrie married Prior a few months later.

Truckee had two fires in the early winter of 1871. Scarcely had the snow melted in the spring when a third and even greater fire reduced Truckee once more to ruins. As the story goes, this fire started after a domestic spat and was one of the most costly in the early history of the West. It was in July of 1872 that Louis Derr, the owner of a Front Street saloon, had a violent squabble with his wife. He finally declared that he had enough, left for San Francisco, shouting, "I'm never coming back."

"I'll say your never coming back," said Mrs. Derr, and set fire to the saloon. The building blazed merrily, and so did 20 other shops, bars, a hotel and the schoolhouse, and a number of homes. Mrs. Derr came close to being the first woman to hang since Juanita was dispatched at Downieville in 1851.

Truckee in 1873, wrote Bancroft, was one of the liveliest towns in California. The new overland railroad brought to it money, merchandise and activity; but it also brought the bad element common to prosperous localities. Two representatives of that element burst through the doors of a saloon into the street with blazing guns in hand. They were Jack White and Andy Fugate, and the cause of it was a woman. White, riddled with bullets, fell to the ground, but as Fugate continued firing he pulled himself up and emptied his gun at Fugate, who hit and bleeding, crumpled to the road. Someone said they should get a doctor, but a doctor wouldn't do them any good for both White and Fugate were dead.

By the end of the following year, things were so bad they organized a vigilance committee called the 601. A few days later, small red ribbons fluttered their sinister warning; the 601 had given the boys and girls their ticket–of–leave. Most of them, remembering how Virginia City's 601 had given them short shrift and a long rope, left town quietly. A rebellious pair, however, defied the Truckee vigilantes; Carrie Prior, the Spring Chicken, and a desperado named Bob Mellon.

Carrie scoffed at the red ribbons. "Come and get me. I'll be at Haywards. With me will be 40 men, everyone of them ready to blow your brains out."

As for Mellon, he told them to come and get him, and when he went he would take a dozen vigilantes with him.

They met at midnight, the members ranging in prominence from D. B. Frink, editor of the Truckee Republican, to the owners of small shops and restaurants along Front Street. All were armed and wore black masks that covered head and shoulders. They stole silently through the night to Hayward's back street establishment. Four separated to stand guard at the back door. The others boldly entered the front door. Hayward quailed before their dawn pistols.

The leader spoke in muffled voice, "Take us through the house and open every door."

He led them down the narrow hallway. Suddenly he stopped and pointed down the hall. Sticking through a break in the panel, covering the entire line of men, was a gleaming pistol barrel. There was no time for conjecture: this was the resistance Carrie and Bolton had promised. The vigilantes opened fire. Caught in the line of fire, Hayward pitched to the floor, fatally wounded. A shrill cry arose in the darkness outside and the shooting ceased. Going to the back door and flinging it open, they beheld a horrifying sight. Three men, in the black masks of the 601, bent over a fourth man, also masked, who lay still on the ground.

"It was all a mistake," one of them stammered." He thought you were Carrie's men."

The leader asked slowly, "Who is it?" Someone reached down and ripped off the dead man's mask. The light of a lantern fell upon the pallid face of the editor, D. B. Frink.

It was a long time before the town recoverd from the results of this night's work. As Bancroft said, it sent a thrill of horror through the community, never to be forgotten. But a few days later, the ribbons went up for a fellow named Spencer. He left town but came back Christmas day. Eight masked members of the 601 pushed grimly through the door of the Front Street bar. Spencer fell in a hail of buckshot. He was taken to Nevada City where he recovered, never to return to Truckee.

After this, they say, no badman was brave enough, or rash enough, to defy the red ribbons. It must be true, because they appeared many times in the years that followed, but after that Christmas, never again did anyone see the masks of the 601.

Toward the end of the '70s, when Truckee's population reached 3,000 (including 1,000 Chinese), and its sawmills and kilns and Central Pacific roundhouse filled the keen mountain air with smoke and dust, the screams of saws, and the panting of engines, C. F. McGlashan, editor of the Truckee Republican, discovered something Truckee had always wanted – a past.

For its first ten years, the town had gunplay and sawmills, Jibboom Street and Locomotives on its mind and hadn't given much thought to Donner Lake. Thoughtfully, McGlashan looked at the lake and its calm and reflective surface.

Tourists and picnic parties annually flock to its shore, he wrote, and Bierstadt has made it the subject of one of his finest, paintings. In winter it is almost as popular a pleasure resort as during the summer. The jingling of sleighbells and the shouts of skating parties can be heard almost constantly. The lake forms the grandest skating park on the Pacific Coast.

It seemed passing, strange to him that a brief thirty years ago the very name of the lake had been synonymous with catastrophe, and its story had contributed an entire pageant of despair and death to the history of the West.

McGlashan decided to revive the story of the Donner Party, and in 1878, ran it in serial form in this newspaper, then the Truckee Republican. McGlashan's History Of The Donner Party ran until late in 1879, and of it in its final form, he wrote that it was drawn "from all the works heretofore published, from over one thousand letters received from the survivors, from ample manuscripts, and from personal interviews with the most important actors in the tragedy ... Neither time, pains, or expense have been spared in ferreting out the truth."

Not long after the last installment had appeared, McGlashan revised his narrative and published it as a book. Not only had he written the story of the Donners, but had brought

(Continued on page 10)

20 YEARS IN TRUCKEE
SERVING ALL YOUR HARDWARE NEEDS.
Welch's Hardware
TRUCKEE – 587-3102

LADIES OF DISTINCTION
PATRONIZE DOWNTOWN TRUCKEE'S
THE BEAUTY NOOK

MARIE MOORE, Manager
Commercial Row
Truckee
587-4373

GROWING WITH NORTH LAKE TAHOE

Hobart Mills Near Truckee, 1920.

Fibreboard Corporation, and predecessor companies, have operated lumber mills in the Truckee area since 1878.

The saws and kilns have long since shut down as Hobart Mills but today Fibreboard operates the thriving Douglas mill in Truckee and the lands that have served these operations for many decades now offer new opportunities to Truckee and the North Tahoe area.

Proposed Upper Ski Bowl of the Trimont Project, 15 Minutes South of Truckee

Fibreboard's 25,000 acre holding between Truckee and Lake Tahoe — once a timber source for Hobart Mills — is now the site of a proposed recreational and residential complex that ultimately will provide 13,000 home sites in the Truckee area. Shown above is a portion of the 2,200 acre ski bowl also planned for the development. Seven lifts will carry skiers to 8,600 foot Mount Pluto for a three mile run to the base facility.

TRIMONT LAND COMPANY
SUBSID. FIBREBOARD CORPORATION
GROWING WITH NORTH LAKE TAHOE

Truckee Ranger District . . . How It Was In The Beginning

DISTRICT RANGER
Tahoe National Forest
By DAVE MOHLA

The Forest Service era in the Truckee area dates back to the turn of the century.

Frank A. Wilson, father of Judge Fosten Wilson, was the first Forest Ranger from 1913 to 1919. There was no ranger station in those days and his home served as the office. Mrs. Wilson did much of the clerical work but received no pay.

During this period a ranger worked only in the summer, all business was conducted from the supervisor's office in Nevada City during the winter months.

The first "ranger station" in Truckee was a room upstairs in the Masonic Building that was occupied for about [illegible] years. About 1920 a building on the main street across from Gautche's Standard Oil Station became the ranger station.

During this period a warehouse and other buildings were built on a site just off the present freeway near the old Truckee Airport. This setup served the public until the present ranger station was built in 1934.

The Truckee administrative unit in those days covered a much larger area. It included the present Sierraville District and extended into Nevada as far as Genoa, south of Carson City.

Lookouts were reached and serviced by horseback over winding trails. A famous character, Frank Maher, better known as "Waddles" was the first person to occupy the fire lookout tower on Martis Peak above Martis Valley. He and his friendly chipmunks manned the tower for nearly 30 years. Today the original building remains with a different occupant and a changing scene.

Many bad fires occurred during the twenties, the worst being the Pini Woodcamp fire about 1929 in the Sagehen Hills. Today many brushfields and fire-scarred trees remain to remind us that fires have always been a part of our history.

OFFICE CONFERENCE – Linda Tamietti, resource clerk is seen confering with Doris Curran, district clerk. Barbara Fisher on the right is a clerk-typist. –Truckee Ranger District Photos

Forest Area Divided Into Seven Districts

Today Tahoe National Forest is divided into seven Ranger Districts. The Ranger District is the smallest and basic administrative unit in the National Forest system.

Headquarters for the Tahoe is in Nevada City, with a large organization of 123 full time and 70 temporary employees necessary to coordinate the overall forest activities and to give technical advice and assistance in management of the Ranger Districts.

There are a total of 212,270 acres within the Truckee Ranger District boundaries, of which 91,665 acres are National Forest land. District boundaries extend north and south from the El Dorado County line to Stampede Valley and east and west from the California-Nevada state line to the Sierra Crest plus the Five Lakes drainage in the southwest corner of the district.

Fire control and recreation personnel comprise the bulk of the Truckee District organization with 14 full-time employe's and a total employment of 42 people during the summer months.

In addition to regular employe's, the district operates during the summer in conjunction with the California Department of Corrections a 32-man inmate camp near Hobart Mills.

This inmate camp is operated primarily as a fire fighting crew but handle many other activities while not engaged in fire suppression. Trail construction, roadside clean-up, campground maintenance, thinning of young timber stands are just a few of the many activities this crew handles.

Inmates come from the California Department of Corrections minimum security institution south of Susanville. It is there inmates receive their training in the various skills needed in their summer field work. In addition to fighting fires in the Truckee area, this crew has fought fires all over the state of California.

The recreation organization is comprised of a summer crew and one snow ranger for the winter months. The summer crew comprises only three men, but this is not indicative of the overall job, as a considerble amount of the campground care and policing work is done by private contractors working under yearly contracts issued and administered by Truckee District personnel.

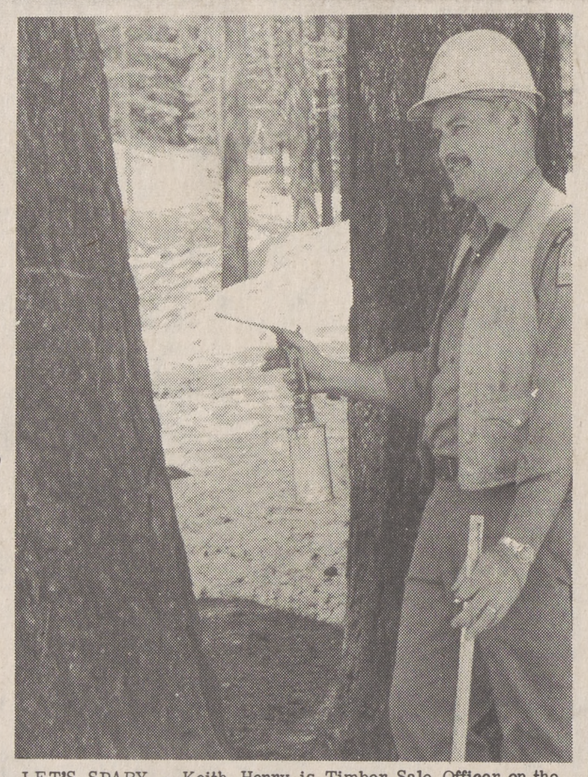
Snow ranger's primary work is the day to day administration of the use permit which governs the private operation of a ski area on National Forest land. In addition to his administrative duties the snow ranger assists, where needed, in avalanche control activities. He also is actively involved in the studying of new ski areas.

Maintenance of the 120 miles of trails on the district is performed primarily by a three man crew during the summer months. Considerable amount of trail work has been done in the past under contract.

Maintenance of the 340 miles of road that the Forest Service maintains is handled either by crews operating out of the supervisor's office or by contractors. The bulk of this work is done by contractors.

UPDATES MAP – Danny Britt, timber management officer on the Truckee District, is shown marking a section of land obtained by the Forest Service in a land exchange. National Forest land and private land is exchanged on a value for value basis with the Forest Service either acquiring important parcels for recreation purposes or to consolidate National Forest holdings.

SIZING UP– Forest Service Scaler Jim Janzen is shown measuring the volume of lumber in a log that was harvested from National Forest land. Twenty-five percent of the money received from National Forest timber is given to the counties in which the timber was harvested.



LET'S SPARY – Keith Henry is Timber Sale Officer on the Truckee District and is marking trees to be harvested on a National Forest timber sale. Purchasers of National Forest timber sales harvest trees that are marked in advance by Forest Service personnel. Timber stands that are marked, are usually overmature and their removal increases growth on other trees for future harvest.

Truckee Forest Planning Geared For Future Needs

Planning for the future on the Truckee District is geared to meet the increasing demand placed on National Forest land to meet the needs of the people.

The greatest needs will be for recreation use. Many developments are planned to meet this need. Many of these will be dependent on availability of money.

Completion of Stampede Dam will generate a need for extensive campground developments. It is hoped facilities can be developed at Boca reservoir in the next two years. A start at Boca will begin this year with the construction of a three lane boat ramp on the south side of the reservoir.

Extensive campground and picnic facilities are planned for along the Truckee River, Bear Creek and in Blackwood Canyon, although the timing of these facilities is uncertain at this time.

A new administrative and information center is planned for 1971 at the intersection of Interstate 80 and Highway 89 N. Although the initial construction will not allow moving of the entire present administrative offices, the ultimate plans call for all administrative offices to be located at this site. In addition to office space, warehouse, shops and crew barracks will also be located there.

In the field of fire control, a new heliport is planned between Old Highway 40 and Interstate 80 east of Highway 89. This will replace the existing facility at the present Ranger Station which has been declared unsafe for other than emergency needs.

Planning is now under way for an air tanker loading facility at the Truckee-Tahoe Airport. This facility will be designed so that it will accommodate air tankers on stationed permanently here, but it is anticipated that initial development will be limited to refill facilities.

Operated as a refill operation this facility would serve airplanes dispatched to this area from their home base such as Grass Valley or Redding. This would cut down on flying time from fires near here and the home base. It is hoped that eventually Truckee will serve asthe home base for air tankers serving the Truckee-Tahoe Area.

Two planned major raods of considerable significance is the Barker Pass road and the Truckee Rim Road.

Barker Pass Road will connect Lake Tahoe with French Meadows Reservoir and will make available many thousands of acres of National Forest land to thousands of acres of National Forest land to thousands of people.

Truckee Rim road will travel along the east rim of the Truckee River between Truckee and Tahoe City. Present planning calls for a bridge across the Truckee River two miles south of Truckee. This road will open up some of the most magnificant views to be found anywhere of the east slopes of the Sierras.

Two new ski areas are presently in the planning stages. They are Ward Valley south of Alpine Meadows Ski Area and Tinkers Nob, north of Squaw Valley. Construction in Ward Valley will probably start in 1970, while the start of construction in Tinkers Nob is indefinite.

Reforestation will continue in the Donner Burn area. It is expected to complete the planting of the plantable National Forest land in this burn area by 1973. About 300 acres each year are being planted. When the reforestation of this burn area is finished it is hoped that brush areas from old burns can be cleared and replanted to pine seedlings.

To complete this ambitious program will require an increase in the present organization. One program we hope to start in a few years is a visitor information program. This will require the employing of a fulltime visitor information specialist plus seasonal employees to handle the programs.

New ski areas will require another Snow Ranger. New campground developments will require doubling the summer crew in the next three years.

It is planned to keep abreast of the ever increasing demands for National Forest land in the Truckee-Tahoe area for recreation, wood, water, forage and wildlife.

Historic Train Wreck Took Place In 1889

(Continued from page 6)

They were victims of human error.

The margin for human error still exists today, but with the margin considerably lessened.

Automatic couplings long ago replaced the vicious link and pin. An electronic or mechanical tape sealed within the speedometer records the mile by mile speed of engines now.

Today, when a "superior" train leaves any station on a single track, the track is clear to the next station or siding for the oncoming train must wait on the siding until the one with right-of-way passes. Unless otherwise ordered by the train dispatcher, this holds good no matter how late the "superior" train may be.

The big diesels and modern electronics have taken the guesswork out of railroading. The engineer knows just how much he can pull and how fast he can go. A radio telephone, often by his side, informs him of any emergency.

Even mechanical failure is rare, so carefully and frequently checked are all the myriad items pertaining to trains, rails, schedules and signals.

True, there do remain those few freak accidents due to "acts of God." But modern technology has almost fully replaced that fateful "margin for human error."

* * *

Many a silent tear will course down a seam-worn face on that not-too-distant future day when another "ology" will replace the train.

Will it be your child who looks up from his illustrated book, "Early Day Forerunners of the Rocket Engine" to inquire,

"Way back when you were little did you REALLY ride in a train?"

LOCATED IN DOWNTOWN TRUCKEE

Free Delivery
587-3555
Ponderosa Grocery

SPECIALIZING IN
★ Cold Waving
★ Hair Styling
★ Fashion Coloring
★ Hair Cutting
— Your Stylists —
JO AND SUZIE BURROWS
ALPINE RIVERSIDE Beauty Salon
587-3382

M & E CLUB
DOWNTOWN TRUCKEE
YOUR HOST

Mary and Ernest

COME IN AND SEE OUR 100-YEAR-OLD BACKBAR

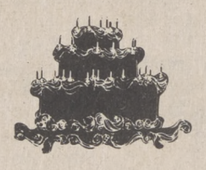
Serving the tastiest pizza in Truckee . . . Old Fashioned Beer Mugs . . . Meet Diamond Jim Brady and his Dancehall Gal

CAPITOL
Pizza Parlor
DOWNTOWN TRUCKEE

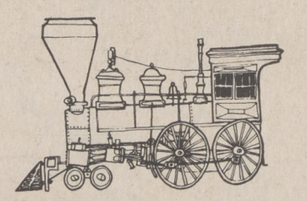
On Mother's Day, May 11,
Say it with stockings.

PANTY 'N STEMS BY Mojud®
Control panty keeps you in shape.
Beautiful stretch stockings stay up
Eliminates hooks and garters.
$5.00
ALSO PANTY HOSE IN SIZES TO FIT EVERYONE

BUTLERS OF TAHOE
Cobblestone Building, Tahoe City, California
BANKAMERICARD — MASTER CHARGE



We Congratulate the Railroad On Their Centennial Year.



And Happy Birthday, also, to the Sierra Sun and Truckee Republican on their 100th Year!

TRUCKEE DONNER PUBLIC UTILITY DISTRICT

Short Line Railroad Was Region's Pioneer

By FLORENCE BURGE
Sun Staff Writer

From 1900 to 1943 a short line railroad from the Central Pacific Tracks in Truckee to Tahoe City witnessed not only the evolution of the lumber industry in this section but also the evolution of Lake Tahoe as a summer playground to a year around recreational center.

Prior to 1900 the only transportation from Truckee to Lake Tahoe was by six-horse stage which held from 12 to 15 passengers. In winter during the snow time, a bobsled was used.

It was D. L. Bliss and the Bliss family enterprises which conceived the possibilities of opening up a new area.

In 1898 they were granted a charter to build a narrow gauge railroad from Truckee to Tahoe City. A year later, the Bliss family's Glenbrook railroad, rails, engines No. 3 and "Glenbrook" and 60 and 70 logging flat cars, were loaded and shipped across Lake Tahoe by boat. Four passenger coaches and some box cars were purchased.

By 1900 the Lake Tahoe Railroad and Transportation Co. went into service between Truckee and Tahoe City.

The 16 miles of rail laid on an average grade of 90 feet to the mile, twisted and turned along the Truckee crossing the river five times on bridges and piers.

Piers were a "crib of logs into which rocks were dumped," according to Owen F. McKeon in his book "Western Railroader."

Soon spurs to pick up logs for Truckee Lumber Co. went into the north side of Squaw Valley, into a log landing at what is now Granlibakken Ski Resort and south to Ward Creek and two miles up the canyon. Gracey's Mill flumed its logs to Gracey's Spur, 1 1/2 mile up Deep Creek.

Still another spur ran across the Tahoe City "Y" and commons, past the company carbarns, Tahoe Mercantile, Toy-Yat Club, post office, warehouses and the Bliss Store.

The new railroad also brought lumber to the lake for the Bliss family's Tahoe Tavern, a three story mecca for the well-to-do that housed a casino, bowling alley, theatre and ballroom besides hotel rooms.

As logging fell off around 1905, passenger trade picked up and the rails spurred off above Tahoe City to the Tavern. The one – third mile long tracks switched back in a steep climb.

"The engineer opened up wide at the bottom and by the time he reached the reversing switch at the top, he had the Johnson bar down among the oil cans and the throttle out in the fender," said McKeon.

Unloading its passengers at the Tavern, the train them backed down to the main line and went out on the pier to transfer passengers to the steamers going to all points of the lake. Backing down off the pier, the train moved forward finally to its destination, Tahoe City.

It was this train and steamer bit that developed a new "breed" of railroad man. For the conductor on the first morning train out of Truckee changed caps to become the purser on the boat. Returning late in the afternoon, he took the last train out of Tahoe City, changed back to his original cap and was conductor on the return to Truckee.

George Bliss, who was no relation to the Bliss family, was the first conductor to wear the two hats and later Len J. Wehrman held the same distinction. Sometimes firemen did the same double duty, first stoking fire on the train, then transferring for the day to the steamer.

In 1905 the little line bought six more passenger cars and some box cars from the Carson & Colorado Railroad. The sole new equipment bought were a combination coach and baggage car, No. 24, and "The Rattler."

"The Rattler, was an open sided observation car with wind deflectors attached to the side stanchions. Since these swung with the current of air, they were somewhat noisy – hence the nickname.

During peak June, July and August passenger traffic, three trains a day were run. Train No. 1 consisted of a postal car, express-baggage car and three coaches while No. 3 pulled a baggage car and two coaches. When No. 1 was late leaving Truckee, it was often combined with No. 3, the two locomotives made into a double header.

But No. 5 was the unique train. Pulling box cars and flat cars loaded during the day and car No. 24, the combination coach-baggage car, she stopped any place along the line to unload. Passenger fare was 10 cents a mile.

No. 5 was also the "thriller" often providing a red glow seen miles away which always portended an explosion that nevertheless never came.

This train carried loads of mill ends for stove wood from Hobart Mills and also hauled two "white elephant" tank cars for the Standard Oil Co. storage plant at Tahoe City.

Not infrequently, sparks from the train set the wood on fire, casting an eerie glow in the sky. This brought the entire crew out with buckets of water to keep the fire from the tanks. Somehow they always, succeeded in containing the flames to the fire wood. And observers never failed to sigh in relief.

The short line had one other piece of equipment, a coach used only for special parties and "distinguished personages." Bought from the South Pacific Coast Railroad, the parlor car was drab on the outside.

But inside the "elegant coach" seats were covered in plush and sparkled with gold leaf numbers. There were curtains and shutters at the windows and an ice box was laden with refreshments.

There were notables too, of all kinds, to ride the short line. One of the railroads best known engineers, Frank Titus, brought Henry Ford into the cab of his No. 3 train and let the automobile mogul hold the throttle, for which Ford complimented Titus.

Another rider was Thomas Edison who "following a custom of these days, shook hands with the engineer and complimented him on the fine appearance of his locomotive and the efficient manner in which he had brought his train safely over the road."

Changing its name to Lake Tahoe-Truckee Shortline, the Railroad became a prime mode of transportation for motion picture people using Lake Tahoe for picture scenes. Tom Mix used the train in his Canadian Mounted Police pictures. And Bill Desmond is reported to have once leaped from the top of a moving car into the Truckee River as the train was crossing the bridge near Bartons.

By 1924 paved highways began to make inroads to Lake Tahoe and people were switching to automobiles. Until then, while the shortline had not shown a profit since 1904, it had yet managed to pay its own way. But the picture was no longer bright.

In 1925 the Bliss family negotiated to lease the Truckee – Tahoe right of way for 99 years at $1 per year to the Southern Pacific Co.

The lease provided that if Southern Pacific put in standard gauge track, establishing through Pullman service from Oakland Pier to Tahoe Tavern, the Bliss family would then sell it to them for $1.

So it was that on Dec. 13, 1927, a representative of the Southern Pacific Co., Evan J. Foulds, handed William S. Bliss a silver dollar. The tracks had been relaid in standard gauge and the new owner changed the name of its "Overland Route" to "Lake Tahoe Line."

Promoting Lake Tahoe as a winter resort, Southern Pacific put on excursion trains known as "Snow Ball Specials." However, highways and highway clearance during winter, kept making inroads on the train passenger traffic. By 1942, Pullmans and coaches to Lake Tahoe were discontinued and in 1943, the Interstate Commerce Commission granted permission to abandon the line.

Now, 26 years later, little remains to remind the observer that rails once followed the twisting Truckee River between Truckee and Tahoe City. The Tahoe Tavern has been replaced by condominiums and the narrow gauge rails were sold for scrap.

The Tahoe, Engine No. 1, was burned, rebuilt and went to reside on a movie set. The Glenbrook roosts beside the Nevada State Museum in Carson City.

The chug-chug-chug of the old diamond stack locomotives has been replaced by the drone of airplanes coming in for a landing and the whir of fast automobiles skimming over converging and diverging highways.

But the project conceived and started 70 years ago to make Lake Tahoe a year around recreation center has developed beyond the wildest dreams of the Bliss family, as well as successive officials of the Southern Pacific Co.

AT TAHOE CITY DOCK – The Lake Tahoe Railroad and Transportation Co. believed in every convenience for its passengers. After discharging passengers at Tahoe Tavern doors, it backed down the hill and chugged out on the dock for those who were to continue to some point on Lake Tahoe by steamer. Locomotive No. 1 was built at the same time and to the same specifications as No. 3. Engineer was John E. Dunlap. Other well-remembered crew members on the line included Frank Pomin, Jack Bell and Scott. All the equipment was "link and coupling" and hand brakes were used. —Photo from the collection of Dean Stanley Palmer, Reno.

PASSENGERS ALIGHT – Engine No. 3 discharges passengers at Tahoe Tavern in 1908. Engineer Frank Titus was at the controls of this wood burning "Mogul" 2-6-0 wheel arrangement locomotive. Its drivers were 41 inches in diameter and cylinders 13 by 16 inches. This locomotive originally purchased from Baldwin Locomotive Works of Philadelphia in 1875. Titus' children, Frank Jr. and Frances of Reno and Jack of San Rafael remember their father telling about helping Will Bliss survey the original line. All grew up and attended school in Truckee. Frank Jr. is more or less back on his home grounds with a drug store at Squaw Valley, as well as the one he has in Reno. Frank Sr. later became night constable for Truckee.
—Photo from collection of Dean Stanley Palmer, Reno

ANOTHER LOCOMOTIVE – Engine No. 5, pictured at Truckee in 1908, was added to the line in October, 1906. Bought from the South Pacific Coast Railroad, it was a Baldwin 4-4-0 built in 1877, weighing 45,000 pounds and equipped with 43-inch drivers. Its diamond stack was built low and mounted on an extended smoke box to give the locomotive a "rakish appearance." This was enhanced by a modern electric type headlight beam supplied by presto-lite gas. Her engineer was Charlie Keyser. —Photo from collection of Dean Stanley Palmer, Reno.

From Reno Evening Gazette of Feb. 25, 1898 – advertisement.

First class ticket San Francisco to New York for $40 offered by Canadian Pacific Railroad during a rate slash war. $30 second class – route via Vancouver. Price includes berth and meals on the steamship to Vancouver.

YOUR OLD PHOTOGRAPHS
can be restored. Then they will sparkle again—as a highlight in your home or as a treasured gift.
Bring your cherished old photographs in soon, won't you?
PROFESSIONAL PHOTOGRAPHERS OF AMERICA, INC.
PhotoArt
DAVID GARY HENRY
Photographer
583-5662
295 North Lake Blvd.
TAHOE CITY

Red & Tillie's Club
HOME OF THE SICK JACKASS
WELCOME C. Clampus Vitus
CLAMPERS' MEETING PLACE
Open From Noon
DOWNTOWN TRUCKEE
587-9957

TRUCKEE TAHOE MORTUARY
JOSEPH R. AGUERA
Owner - Manager
• COMPLETE ARRANGEMENTS
• CHAPEL
• RELIGIOUS SERVICES
• CASKET
• CREMATION
• CEMETERY ARRANGEMENTS
• MARKERS – HEADSTONES
• ALL SHIPPING DETAILS ARRANGED
LADY ATTENDANT
Serving Families Throughout The Hub of the Sierras
To Their Personal Faith and Preference
AREA CODE 916 587-4342
CORNER OF CHURCH ST. & OLD RENO RD. – HWY. 40
P.O. BOX 486 – TRUCKEE, CALIF.

TRUCKEE MERCANTILE
ANNOUNCES
GRAND OPENING
Thurs. & Fri.
May 8 & 9
GRAND OPENING FREE DRAWING No Purchase Necessary
• SPECIALS
Thursday-Friday, May 8-9
STRAWBERRIES
4 for 99¢
BREAD
Rainbow ..... 4 FOR 89¢
MAYONNAISE
Best Foods. Quart ..... 59¢
DOG FOOD
Skippy 10 FOR $1
—No Delivery May 8 or 9—
—1st PRIZE—
Rotisserie Broiler
—2nd PRIZE—
$10.00 Free Groceries
—3rd PRIZE—
$5.00 Free Groceries
—4th PRIZE—
$5.00 Free Groceries
Must Be 18 To Register
—DRAWING—
11:30 a.m. Saturday, May 11
You need not be present to win.
Store Open 8 am-6 pm Mon.-Sat. Ph. 587-3569

PONDEROSA PALISADES
Located in Beautiful Martis Valley
Offering Two Subdivisions
Ponderosa Palisades
Martis Valley Estates
• NOW
Unit No. 3 On Sale
10% Down — Balance $50.00 Month
Including 6% Interest.
Offsite Improvements On Bond.
General Brokerage Acreage.
PONDEROSA PALISADES LAND DEVELOPMENT & INVESTMENT CO.
Box 487, Truckee, Calif. Phone 587-3357
OFFICE—HIGHWAY 267, ½ MILE SOUTH OF TRUCKEE

Truckee History Linked Closely With Wild West

(Continued from page 7)

clearly into focus the dramatic, pre–Gold Rush past of the Truckee Basin.

James Johnnot, in his Geographical Reader in 1882, writes, "Truckee is as odd as its name. It looks so much as it sounds that one wonders if it could have been named before hand. Truckee has one street. It is a broad, rocky, dusty, field. The railroad tracks run through it so close to the houses on one side, that you step from the cars to the hotel Plaza. From the railroad side to the other side, plank walks are laid at intervals, but there is no road – no resemblance of a road – up or down the field. Enormous boulders lie here and there, and you drive around them. Poor Truckee has had no time to blast rock on its highway, for it has been three times burnt out in nine months. Opposite the hotel is a long line of low wooden shops, with a row of slender evergreen trees in front – trees cut down and stuck into the ground, not planted. Beyond these comes the Chinese quarters, another long row of low huddled, rickety wooden buildings, half of them black from smoke of the fires, and all of them swarming with shiny–faced Chinese children."

"Newly cleared hill–slopes, hideous and blackened stumps, come down to the very backs of the houses. Truckee sells timber, and cuts down the nearest forest first. If anyone had sense, the near slopes would have been left covered with trees, and Truckee would have had comfort and beauty, but now it is stripped, shelterless, dusty, as it if had been set down in a rocky Sahara."

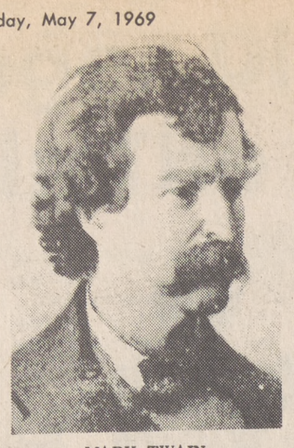
"Blackberries, strawberries and apricots, peaches, pears and apples can be bought on the sidewalk in Truckee early in July," Johnnot wrote. "You will be invited to an Indian corn dance, too, if you can read the Indian sign language, for you will meet the invitations on all the corners. They are painted in red and white and black on the foreheads and cheekbones of the Indian men and women. We supposed at first, in our ignorance, that this was the usual style of promenade paint on the noble savage of these latitudes; but it was explained to us that it was their method of circulating the news and extending the invitations of a great festival – the corn dance – which was to take place a few weeks later. What a delicious device of taciturnity! There they stood, men and women, wrapped in blankets, proud impassive, speechless – looking at each other, and us, and the street, their sharp, fathomless eyes gleaming out from among the glistening scarlet and white hieroglyphics on their faces.

"The road from Truckee to Tahoe lies along the bank of the Truckee River – a small stream, which comes foaming and roaring down from the High Sierra, in a swift fashion for a carrier of wood. But the wood it carries – all it can lift and spin and whirl – every day; and in many places we saw it choked full of the black, shiny logs, and groups of men (log–drivers) up to their waists in the water, trying to separate them and hurry them along. We saw also a log chute, which is a fine sight of a sunny morning – a yellow, glistening line, from the top of the mountain straight to the river's edge. This line is made of split logs, two abreast, laid lengthwise, close, smooth side up. Down this chute, logs are sent sliding into the river."

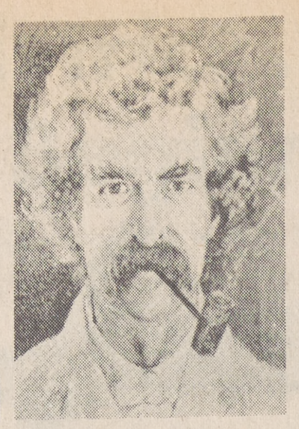
"Before the log is half way down, the planks beneath it are smoking, blue and fast, from the friction. Sometimes they took fire. As the log hits the river – edge, it often somersaults twice, and leaps with such force that the water is thrown up in a sparkling sheaf higher than the tops of the trees. And loggers rode down these for fun!"

Storrs Lee, in his book, "The Sierra," writes, "Straddling a log for a ride down the flumes in Truckee, wasn't perhaps quite as dangerous a sport as going bareback down the chutes, but it was a lot wetter and, because of the trestle heights, much more thrilling. However, as the casualty list lengthened, management was obliged to declare the flumes off limits. That of course, made the sport all the more attractive, and instead of embarking at a safe launching gate, it became the fashion to mount the logs from a running start at a low place along the route, where the speed of the floating logs slowed to a crawl of a mere forty or fifty miles an hour."

Truckee, over a hundred years later, is much the same, taking away the gun play and its Jibboom Street. We still have the lumber, the railroad, and the tourists. In an interview with Robert O'Brien, author of "California Called Them," Walter Barrett said what many of us feel: "Truckee is a good, friendly little town to live and work in. The air is fresh and sharp, and when you look out of your window, you see mountains and pines, the green meadows in the summer, and in the winter the splendor of the snow and the summit peaks that had loomed like that against the sky for the past sixty million years and more."



MARK TWAIN
. . . as he looked in Carson City in 1861–63



NOTED AUTHOR
. . . as he appeared shortly before his death in 1910

Mark Twain Scorned Use Of 'Tahoe' As Lake Designation

By DOUG BARRETT

In modern America, the name "Tahoe" conjures up visions of natural beauty and unsurpassed grandeur. The early history of the lake, however, was highlighted by an extended controversy over the use of the name.

In 1850 it was officially designated "Lake Bigler" in honor of then governor of California. This style persisted for nearly two decades.

During the 1860s, John Bigler's pro–southern sentiments during the Civil War turned many against the use of his name. When David Starr Jordan suggested changing the designation to "Tahoe" this became increasingly popular, over–whelming the politically inspired nomenclature.

One of the region's most renowned chroniclers, Mark Twain, however, abhored the name "Tahoe" and only with reluctance, in later years, used it without derisive side comments.

His two–volum "Roughing It" uses the current name in his vivid, appreciative descriptions of the great lake. These extensive comments have been widely read and quoted.

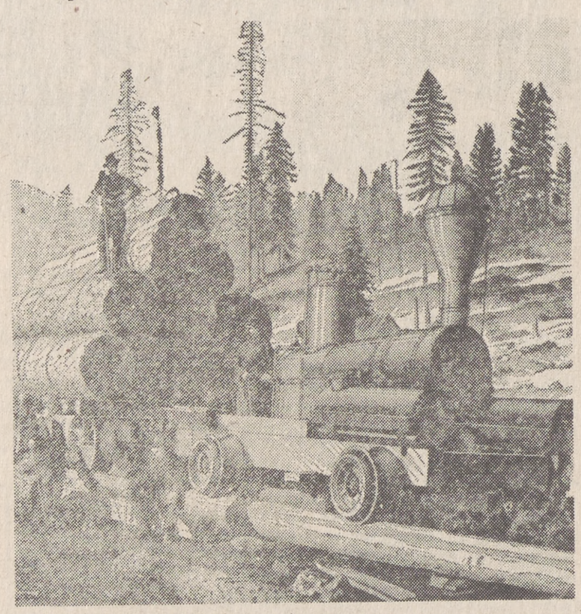
Less well circulated are some of his earlier commentaries, particularly those bearing on the name controversy.

The Sept. 13, 1863, Golden Era of San Francisco, reprinting from the Territorial Enterprise of Virginia City, quoted Samuel Clemens–using the nom de plume of Mark Twain – commenting on a letter from a man named Grub at "Lake Tahoe."

"Hope some early bird will catch this Grub the next time he calls Lake Bigler by so disgustingly sick and silly a name as 'Lake Tahoe,'" Twain wrote. "I have removed the offensive word from his letter and substitured the old one, which at least has a Christian English twang about it whether it is pretty or not."

The editorial humoritst continued, "Of course Indian names are more fitting than any others for our beautiful lakes and rivers, which knew their race ages ago, perhaps, in the morining of creation, but let us have none so repulsive to the ear as 'Tahoe' for the beautiful relic of fairyland forgotten and left asleep in the snowy Sierras when the little elves fled from their ancient haunts and quitted the earth. They say it means 'Fallen Leaf' – well suppose it meant fallen devil or fallen angel, would that render its hideous, discordant syllables more endurable? Not if I know myself, I yearn for the scalp of the soft–shell crab – be he injun or white man – who conceived that spoony, slobbering, summer–complaint of a name . . . How am I to hear it applied to the enchanted mirror that the viewless spirits of the air make their toilets by, and hold my peace? 'Tahoe' – it sounds as weak as soup for a sick infant. 'Tahoe' be – forgotten! I just saved my reputation that time . . ."

Later, in his book "Innocents Abroad" writing a comparison of the Sierra jewel with Switzerland's Lake Como, the author again underscored his contempt for the generally preferred name.



FAMED JUGGERNAUTS – Could this be that locomotive noted among lumbermen which Warren Richardson conceived, designed and built to transport logs from the "guts of the forest" to the Richardson brothers' mill pond at Martis Creek? Yes, it must. For where else could be found an engine running on tracks made of logs 10 to 12 inches in diameter as described in the 1883 "Edwards' Tourist Guide and Directory of the Truckee Basin." Edwards, editor of the Sierra Sun's forerunner, the Truckee Republican, vividly describes the locomotive and its rails as reminding one of giants and juggernauts. "Slowly and ponderously it moves over its heavy log tramway, surely and steadily, it pulls or pushes its tremendous carload of logs . . . to the glittering teeth of the murderous saws that glint and gleam and whizz and whirr in the old mill that looks like the wreck of some mountain castle as it stands along, at the edge of the forest." Although dwarfed here by the huge load of logs, Edwards describes the locomotive as "a monstrous engine of strenth and power . . . its track repairs slight the forest supplying its rails . . . and as it snorts and puffs through the forest it makes sweet music to the woodsman's ears, for he knows it strength and value."

—From the collection of Dean Stanley Palmer, Reno

Transcontinental Route Provided East-West Tie

(Continued from page 2)

Stanford most heartily wanted this occasion to be solemn and fitting for a righteous deity to gaze down upon. Instead, the whole affair smacked of low comedy.

Reverend Todd, brought out from Massachusetts for the solemn occasion, reeled in shock at the spectacle of free–flowing whiskey and the carryings on of the populace present.

Finally, the Union Pacific train arrived. On May 10, 1869, all was made ready for driving of the last spike. The spike itself was made of Mother Lode gold, fancifully engraved and worth at the time about $400. Historians cannot agree whether this spike was actually used or an ordinary iron one substituted. However, this same gold spike is on display in the museum of Stanford University at Palo Alto.

Monday, May 10, 1869, dawned clear and cold. The solemn moment arrived. With great pomp, Stanford wielded the silver hammer to drive home the "last spike" – and missed!

The tapping of the silver hammer was to be heard across the nation via telegraph from a line attached to the spike and another to the hammer. When Stanford missed the spike, the alert telegrapher heroically simulated the blow with his key. The nation went wild with cannons booming in town squares and dancing in the streets. Not knowing of the day's delay, San Francisco started celebrating, as only San Francisco can, on the 9th and kept up the merriment for three days.

Central Pacific's locomotive "Jupitor" and Union Pacific's "119" pulled ahead, cowcatchers touching. Bret Harte was to inquire, "What was it the engines said, pilots touching head to head . . ."

Three – thousand dollars worth of whiskey was served at Promontory in celebration. It would be interesting to calculate how many gallons was actually consumed when one figures good bourbon sold at that time for less than a dollar a gallon!

Colonel Charles Savage and A. J. Russell captured the scene for posterity on their wet plates, the greatest photographs in the iconography of the railroads on the American continent. The developed pictures of the auspicious occasion were a bit too boozy for Stanford, as many bottles of cheer were in evidence. He was to commission the artist Hill to paint the scene with more dignity and decorum fitting the occasion.

For political expediency, Stanford had the faces of many notables of the time painted on the figures; men who were not even present at Promontory, including the long dead Judah. Many of these prominent men later were to be indigant because some other person stood in the fore. In disgust, Stanford stowed the painting. It was resurrected some years later and now hangs in the State Captiol building, a phony reproduction of a histroy–making event that was to open the west and assure the future destiny of America.

A few days after the completion of the rails, the first passenger train passed over the site of the Gold Spike ceremony on its way to California.

Today, Promontory is a National Historic Landmark, even though the rails (not the original ones) were torn up for a scrap drive in 1942. One can now drive to the site over a paved road to view the monument that stands in majestic isolation where the wind whispers the long ago voices of those who made American history.

Promontory is 690 miles from Sacramento and 1,086 from Omaha.

The modern Southern Pacific railroad in California is a lasting monument to Theodore Judah. Although the mountain division was double – tracked in 1925 and a new long bore passes under the summit, most of Judah's original route is still in use today. In 1967 the railroad authorities had the roadbeds in the hand–hewn tunnels lowered about two feet to accomodate the large freight auto carriers.

Stanford founded Stanford University in Palo Alto in memory of his deceased son. He, his wife, and the boy are interred on the campus.

The Big Four got around to building exquisite mansions on Nob Hill in San Francisco. Conservative Mark Hopkins built a mansion after much prodding from his wife. He never lived to move in. He died in his private car on a siding in Yuma, Arizona, a plodder to the end.

Some people cussed the Big Four, others praised them, but all had to admire them. They had gambled and won.

During the 1870s they acquired a reputation as railroad monopolists. But as bad as their reputation became, people had a tendency to forget that they were only trying to realize a profit on their investment. Then came southern California's Battle of Mussel Slough, where settlers rights were trampled. Many died by guns of hired railroad "assassins." Eventually, Southern Pacific – Central Pacific's stranglehold on California was broken. Frank Norris tells all about this infamous chapter of the railroad's history in his fine book, The Octopus. But that is another story.

All of these events took place long before the halcyon days of steam of our childhood memories, when the mournful cry of a steam whistle late in the evening, down in the meadow, beckoned us to faraway and romantic places.

Early Guide For Tourists

From Truckee Republican, From Truckee Republican, 1883

A FIRST – On the evening of May 5, 1874 George P. McConkey was married to Miss Sadie P Gordon, at the Summit House, the hotel at the time being covered with 20 feet of snow. This was the first wedding on record that ever transpired literally in the bowels of a snow drift. * * *

The first sign of coming spring at Tahoe is the appearance of the snow plant. It has leaves something like those of an artichoke spread out, and thick like a cactus. The entire plant is of a blood red color and the surfact of the leaves is covered all over with the delicate traceries of what appears to be frost work. It grows in profusion at the Lake.

* * *

SHARP SQUAW – The Washoe Squaws here are not entirely devoid of wit, though their looks are not indicative of pertness or beauty. A railroad engineer, oberving a squaw possessed of a papoose, which from appearance had as much Caucasian as Indian blood in its veins, asked her if the child was an Indian. The mahala replied: "It half Ingin, half ingeneer."

HEARTY CONGRATULATIONS TO THE RAILROADS AND THE SIERRA SUN

ON THEIR CENTENNIAL

WRAY HARDWARE
TAHOE CITY
583-3738

COMPLETE AUTO REPAIR
★ BODY & FENDER
★ AUTO PAINTING
★ BRAKES
★ WHEEL ALIGNING
★ AUTO TOWING

OSBURN'S GARAGE
MAIN ST. - TRUCKEE
587-4034

CONGRATULATIONS
from
THE PONDEROSA RANCH
of "Bonanza" TV Fame

Joyce and Bill Anderson and the Cartwrights proudly present a major dimension in Nevada's recreation complex, renewing frontier traditions in the space age. Visit the fabulous home of the Cartwrights on Lake Tahoe's North Shore. Frontier Town — Silver Dollar Saloon — Chuckwagon Grub — and the Ponderosa Ranch House.

TAHOE BOULEVARD - INCLINE VILLAGE
OPEN DAILY 10:00 A.M.- 5:00 P.M.
● SPECIAL ARRANGEMENTS FOR GROUP PARTIES AND BARBECUES
702-831-0691

LTR
LAS VEGAS - TONOPAH - RENO STAGE LINE INC.
135 Manuel Street, Reno, Nevada 89502 (702) 329-2137 or 329-2138

L.T.R. offers daily service from Truckee to all points of the North Shore and to South Lake Tahoe

READ DOWN				READ UP	
2:30pm	9:00am	Lv. So. Lake Tahoe	Ar.	1:15pm	6:30pm
Flag Stop		Zephyr Cove		Flag Stop	
Flag Stop		Glenbrook Inn		Flag Stop	
Flag Stop		Spooner Jct.		Flag Stop	
3:15pm	9:45am	Ar. Ponderosa Ranch		12:30pm	5:45pm
3:20pm	9:50am	Ar. Incline Village		12:25pm	5:40pm
3:25pm	10:00am	Ar. Crystal Bay, Nev.	Lv.	12:20pm	5:25pm
3:30pm	10:05am	Ar. Kings Beach, Calif.	Lv.	12:15pm	5:30pm
3:45pm	10:25am	Ar. Tahoe City, Calif.	Lv.	12:01pm	5:15pm
4:00pm	10:40am	Lv. Squaw Valley	Lv.	11:50am	5:05pm
4:15pm	10:55am	Ar. Truckee, Calif.	Lv.	11:35am	4:50pm
4:25pm		Lv. Truckee Airport	Lv.		4:40pm
		Ar. Truckee (LTR)	Lv.		

L.T.R. offers daily service from Reno to all points on the North Shore, Squaw Valley and Truckee

READ DOWN			
DAILY	FREQUENCY		
9:30am	Lv. Reno, Nev. (LTR)	Ar.	4:40pm
Flag Stop	Tahoe Jct.		Flag Stop
Flag Stop	Steamboat		Flag Stop
Flag Stop	Bowers Mansion		Flag Stop
10:10am	Ar. Carson City	Lv.	3:55pm
10:50am	Ar. Ponderosa Ranch		3:10pm
10:55am	Ar. Incline Village		3:05pm
11:00am	Ar. Crystal Bay, Nev.	Lv.	3:00pm
11:05am	Ar. Kings Beach, Calif.		2:55pm
	Ar. Tahoe City, Calif.	Lv.	2:30pm
	Lv. Squaw Valley	Lv.	2:15pm
	Ar. Truckee, Calif.	Lv.	2:00pm
11:20am	v. Truckee Airport	Lv.	
11:30am	Ar. Truckee (LTR)	Lv.	

MOTHER'S DAY GIFT GUIDE

FIVE DAY SPECIALS! PRICES EFFECTIVE WEDNESDAY-SUNDAY, MAY 7th THRU MAY 11th.

Raley's DRUG CENTERS

Raley's DRUG CENTERS

WE GIVE GOLD BOND STAMPS

HIGHWAY 50 AT PARK
Crescent 'V' Center
SOUTH LAKE TAHOE, CALIF. (Stateline)

10-Speed OSTERIZER

FAMOUS OSTER QUALITY AND BEAUTY AT A PRICE YOU CAN AFFORD! NEW DECORATOR COLORS TOO!

Model 641, available in White, Harvest Gold or Avocado. Has ten recipe tested speeds to handle every blending job you'll think of and more. Big 5 cup, family size container. Opens at both ends for cleaning.

Gift Price **28.88**

Oster

AUTOMATIC ELECTRIC

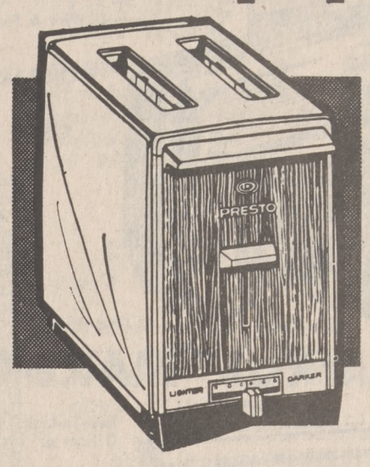
PERCOLATOR

Brews four to eight cups of delicious coffee before the girls get seated! Graceful styling that will add beauty to your kitchen. Color? Sure! Choose from white, avocado or harvest gold.

17.88

Double-Wall Thermo Air Insulation keeps fresh coffee hot throughout the meal, makes it **cordlessly portable** to any room! **Pre-set temperature** control **stops brewing when coffee** reaches its flavor peak. Styled in distinctive ceramic white. 4 — 8 cups. Model 622.

PRESTO



AUTOMATIC 2-SLICE

TOASTER

PERFECT TOAST IN SECONDS! NO WATCHING OR WAITING. IT'S PRESTO EASY!

Just set the darkness selector and forget it. No more burned toast!

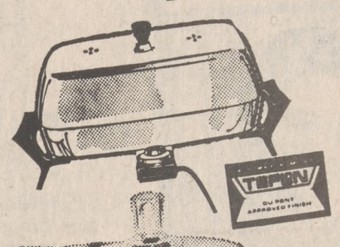
ONLY **11.88**

Easy-care gleeming chrome with Walnut accent end panels. Hinged crumb tray for cleaning. No. T02

PRESTO JUMBO TEFLON

15" AUTO. FRY PAN

EASY CLEAN DUPONT TEFLON COATING FOR SCOUR FREE CLEAN-UP, NO-STICK COOKING!



Even burned foods won't stick to this super slick finish. Plug-in heat control removes for immersion in water. High dome lid. No. XFPT-15A

SPECIAL **22.88**

PRESTO SUPER-SPEED

COFFEEMAKER

BREWS A CUP A MINUTE! GLEAMING STAINLESS STEEL. COMPLETELY SUBMERSIBLE.

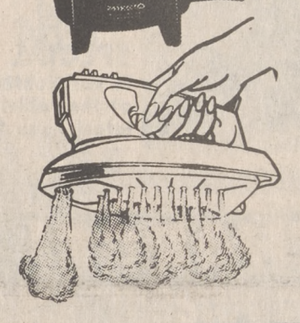
Fully automatic, no controls to set. Keeps coffee hot to the last cup. Signal light tells you when it's ready to serve. No. CU-9

16.88

PRESTO SPRAY, STEAM & DRY

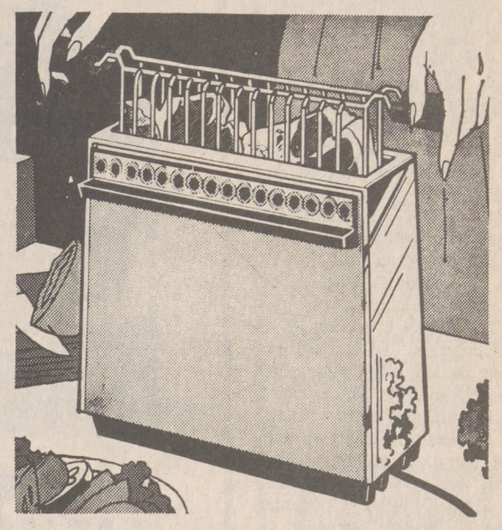
DELUXE IRON

NEW! ICE LIME COLOR! PADDED HANDLE. 20 STEAM PORTS FOR FASTER IRONING TOO!



Exclusive sole plate pushes steam deep into fabric for efficient action. Wide range of steam & dry settings for wash & wear, synthetics. No. ISSL-T

16.88



NEW! PRESTO Vertical Broiler

19.88

WORKS LIKE A TOASTER, BROILS BOTH SIDES AT ONCE! DOZENS OF USES! . . .

FAST, EASY BROILING — Two elements mean faster broiling for steaks, chops, bacon, hamburgers, chicken, sausages, sandwiches.

CLEAN AND SMOKELESS—Grease drips down into drip pan at bottom, away from heating elements.

ADJUSTABLE BROILING RACK — Two-position rack is self-adjusting to broil thick steaks or thin bacon.

EASY CLEANING — Entire broiler comes apart easily in just seconds for fast, easy washing in sink or dishwasher.

- Chrome-plated broiling rack
- Heat-proof handles
- Dual heating elements
- Plugs in anywhere
- Attractive Avocado and Chrome Design
- 6-ft. cord
- Easy to clean, compact to store

NOW! 3-WAYS TO CHARGE! master charge • CHARGECARD • BANKAMERICARD

12 CUP, FULLY AUTOMATIC. STYLE II

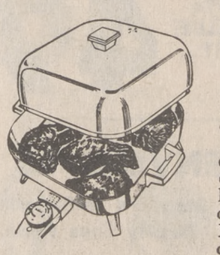
Sunbeam

COFFEEMAKER

TOTALLY NEW! . . . STYLED TO SERVE YOU BEAUTIFULLY

Consistently good coffee time after time—automatically. Big, family size. Brews four to twelve cups. Strength selector lets you tailor coffee to your exact preference. Unique twist-lock top won't come off while pouring; won't rattle while brewing. No. AP-72

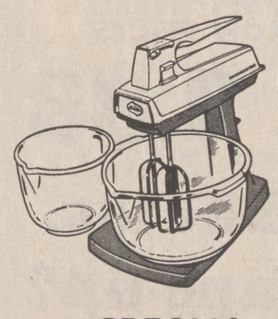
PRICED FOR GIVING . . . **12.88**



Sunbeam LARGE SIZE, BUFFET STYLE MULTI-COOKER FRYPAN

Modern buffet styling makes it easy to cook in, perfect to serve in . . right at the table. High dome vented cover takes roasts, cakes, casseroles. Removable heat control permits complete immersing. Handsome white cover knob, double handle, legs, fry guide. Model FP624

ONLY **15.88**



Sunbeam 10-SPEED AUTOMATIC MIXMASTER MIXER

Beautiful avocado and white color combination. Powerful governor controlled motor gives 10 different speeds — ideal for every mixing need. Mixing guide gives proper speed setting. Thumb-tip speed control, beater ejector. Heavy glass mixing bowls. Model EM1P

®SUNBEAM, MIXMASTER ©SUNBEAM CORP., 1968

SPECIAL **23.88**

APPLIANCES FOR MOM!

RIVAL

DECORATOR STYLED APPLIANCES FOR THE STYLE CONSCIOUS MOM!

RECHARGEABLE

ELECTRIC KNIFE

LIGHTWEIGHT, CORDLESS FOR ULTIMATE EASE!

$34.95 VALUE! SPECIAL..... **8.99**

Eversharp stainless steel blades. Serrated cutting edges to the very tip. Safety control lock. Includes carry case and wall bracket.

IVE-O-MATIC

ICE CRUSHER

PUTS PARYTY "ON IVE" IN SECONDS!

$21.95 VALUE! NOW JUST **12.88**

Features Lift-O-Matic starting. No switch to turn. Stainless steel blades. Jumbo ice cup. Carrying handle. Slim styled styrene case. Charge your crusher at Raley's. Model No. 822

RIVAL

WAFFLE-GRILL

TEFLON COATED FOR EASY CLEANING

$34.95 VALUE! SPECIAL **17.77**

Grills just snap in or out to make cleaning or changing easy. No-stick cooking plus scour-free cleaning. Fully automatic control. Signal light tells when to bake. Model No. 0000

DELUXE BLENDER

FOUR PUSHBUTTON SPEEDS GREAT STYLING!

$29.95 VALUE! NOW JUST **14.88**

Distinctive low profile styling. Heavy duty motor handles the toughest blending jobs. Surgical stainless steel blades. Giant size 32 ounce container. Model No. 939.

"IONA" DELUXE FIVE SPEED

MODEL R-13

MIXER

EXCLUSIVE FIVE YEAR WARRANTY!

SALE PRICE **7.99**

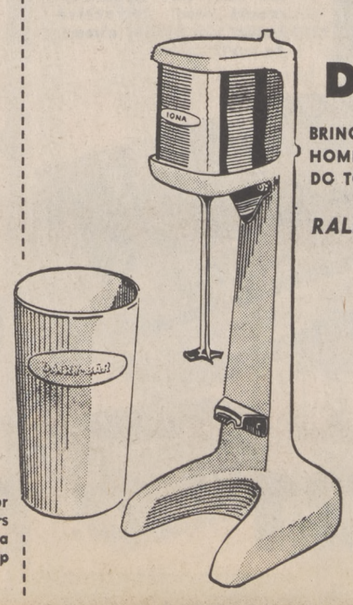
Brilliant chrome finish. Speeds for every mixing job. Big, double beaters hug the bowl for efficient, no spatula mixing. Automatic beater ejector. Up to the minute styling.

"IONA" FAMILY

DAIRY BAR

BRING A DAIRY BAR INTO YOUR HOME! KIDS LOVE IT . . . MOMS DO TOO! SEE IT!

RALEY'S SALE PRICE **9.99**



Fast and easy to use. Make your own malts and shakes without leaving your kitchen. Styled to require a minimum of space. Comes with complete instructions. Exclusive 5 year warranty.

SIX MORE PAGES OF VALUES!...

Fever Sign Something Is Wrong

Just what does a child's fever mean?

When the mouth temperature is taken and the thermometer's red line climbs above the 98.6 degrees arrow, a mother may have cause for conern.

That's understandable, for the child's fevered brow and flushed face are signs that something could be wrong. Actually fever can be friend as well as foe. It's the body's early warning system. It is rarely dangerous. And, it is also one condition that can almost always be relieved.

The body's temperature is not constant. During any 24-hour period, it has several ups and downs from 98.6 norm. It is generally at a low - usually 97 degrees or a bit lower - during the early morning hours. This is because the circulation of our blood slows down during sleep. By late afternoon or early evening, with the day's activity, it may go up to about 99.5 degrees.

The body's heating system is very similar to that in your home. The body, like a furnace, burns fuel which, in this case, is food that is burned primarily in muscle tissue. This generated heat is then distributed through a vast network of blood vessels in the same way the furnace's heat is sent out through the house through a system of pipes. Like a house, too, the body is insulated. The insulation is a layer of fat under the skin.

The body likewise has a "thermostat." It is located in the hypothalamus, a part of the brain. This thermostat goes into immediate action once there's an infection or outbreak of disease.

When a hand, for instance becomes infected and inflamed, you will notice it gets quite hot at that place. This is a little localized fever. If this localized fever does not overcome the infection, then toxins known as pyrogens accumulate and go to the brain's thermostat. This signals an action that fires up the entire body to battle in invading germ. Body fever signifies that the infection isn't minor or limited to one area but is now serious enough to summon all the body's natural defenses.

Babies and young children tend to get very high temperatures from only slight infections. A child's temperature can shoot up to 104 degrees for a few hours with just a simple sore throat. This is mainly because the thermostat in the child is not fully developed. Conversely, there are a number of serious ailments, such as appendicitis, that often produce only low fevers.

As a rule, when your child's temperature goes over 103 degrees you should summon the doctor. A fever of 103 or more usually leads to excessive loss of water, known as dehydration. It is important that the water lost at this time be replaced.

High temperatures also burn up proteins, carbohydrates and fat at a rapid rate. This weakens the child at a time when reserves are so badly needed. That's why doctors suggest a balanced diet that is especially high in protein.

There was a time when fever was allowed to run its course on the theory that once it broke, recovery was imminent. Today, doctors believe in bringing the fever down as quickly as possible.

The most widely used method of bringing a child's temperature down is aspirin. How it does this is still a mystery being probed intensively today by medical scientists. Until recently it was believed that aspirin acted directly on the body's thermostat in the brain. Now other studies point to the possibility that aspirin may work to inhibit formation of toxins in the body's white blood cells thus allowing the thermostat to start reducing the temperature by increasing sweating. Usually aspirin will start to bring a fever down within 30 minutes and will hold it at a lower level for as much as four hours. This should give you enough time to consult your physician, so he can determine the underlying cause of the fever.

Valuable Trout

On Tuesday, May 6, 1872, 20 trout captured in Lake Tahoe were exhibited at the French National Fair, then being held in San Francisco. The speckled beauties attracted a great deal of attention, and were finally disposed of at auction, bringing into the treasury of the Fair Association the handsome sum of fifteen hundred dollars.

MOTHER'S DAY GIFT GUIDE

FIVE DAY SPECIALS! PRICES EFFECTIVE WEDNESDAY-SUNDAY, MAY 7th THRU MAY 11th.

Raley's DRUG CENTERS

REMEMBER MOM, HER DAY IS MAY 11th . . .

Shop Raley's for fine gift ideas at money saving prices. Plenty of great brand names to choose from.

You'll find such fine brand names as: General Electric, Sunbeam, Oster, McGraw Edison, Hamilton Beach, Eastman Kodak, Bell & Howell, Remington, GAF Ansco, Sony, Panasonic, Realtone, Sawyer, Norelco Ingraham Timex, Cannon, Dickie. Many, many more. Raley's features famous cosmetic lines too, such as Revlon, Max Factor, Shulton, Du Barry, Dorothy Gray and Clairol as well as a brand new line of gift ideas by Faberge.

Raley's DRUG CENTERS — WE GIVE GOLD BOND STAMPS

A GOLD BOND STAMP FOR EVERY DIME YOU SPEND!

5-PC. MATCHED LUGGAGE

Luggage With A Flair! Lightweight But Durable!

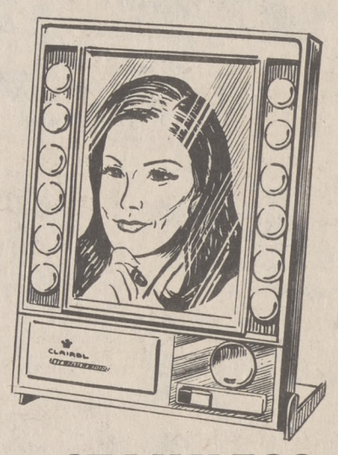
COMPARE AT $39.95

22.88

So compact. . . . Each piece nests within the other for storing. Framed edges with soft sides of long wearing fabric in latest prints. Available in floral prints, plaids, checks, Typewriter, etc. Ind. prices: 18" 2.44, 20" $3.88, 22" $4.88, 24" $5.88, 26" $6.88.

Similar To Illustration

"CLAIROL" MAKE-UP MIRROR



True-To-Light Make-Up Mirror. Switch To Day, Office or Evening Light For Perfect Make-Up!

ONLY 19.88

Scientifically developed lighting offers day, office or evening light with the twist of a dial. High quality mirror swivels from regular to super magnifying. Focused, lens diffused light for even, shadow-free illumination. Cool light for comfortable make up application.

STAINLESS STEEL FONDUE

CONTINENTAL COOKING AT YOUR TABLE

$9.95 Value!

SPECIAL 5.96

A self contained cooking unit for use right at the table. Fine quality workmanship. The latest rage for food conniseurs.

FRESH FLOWERS ©BCW, INC. SAY SO MANY THINGS!

5-INCH HYBRID LILLIES

Give Her A Living Gift!

RALEY'S SPECIAL PRICE ... 1.77

MUMS

6" FOIL COVERED POT

Plenty of blooms. SPECIAL 1.88

LILY OF THE VALLEY

4½" FOIL COVERED POT

Guar. Fresh! ONLY ... 88¢

AZALEAS

6" FOIL COVERED POT

Lots of Lively Blooms

SALE PRICE.... 1.88

LIVE CYMBIDIUM ORCHIDS

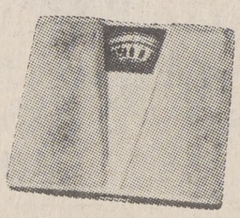
REAL ORCHIDS, LIVE UP TO TWO WEEKS WITHOUT REFRIGERATION. SURE TO PLEASE ANY MOM!

SPECIAL 1.49

NOW! 3-WAYS TO CHARGE! master charge • CHARGECARD • BANKAMERICARD

BATHROOM SCALE

DELUXE STYLING. WEIGHS UP TO 260 LBS.



$3.95 VALUE! ONLY

2.66

The Mayfair. Available in decorator colors. Your weight reflects your health What is yours?

MOTHER'S DAY SPECIAL

Special assortment of Women's Sandale. A variety of styles and colors. Values to $3.99. Buy several pair at low, low, pre-summer savings. Sizes 5 to 10.

1.50

Whitman's® Sampler

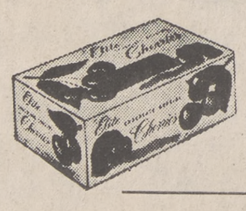
TWO IDENTICAL LAYERS

TWO POPULAR SIZES!

ONE POUND BOX 2.25

TWO POUND BOX 4.50

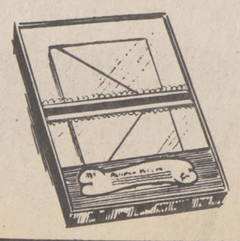
LUDEN'S "ELITE" CHERRIES



Delicious chocolate covered cordials. 12-oz. box.

59c VALUE! ONLY ... 39¢

BOXED STATIONERY



$1.00 VALUE! JUST ... 2 FOR $1

ATTRACTIVE GIFT BOX

Each box banded with an attractive Fiesta ribbon. White and assorted pastels.

FINE GIFT GLASSWARE

FFamous Indiana Glasware With That Look of Elegance!

Glassware that can really fool you. When you see it you won't believe the low, low prices. Finely detailed ware that she'll be proud to display. Extra wide selection during this sale. Must be seen to be appreciated.

SELECT HER FAVORITES! THREE LOW PRICES . . .

99¢ 1.88 2.88

3 SONY® Desk Radios. How do they shape up?

SONY CUBE

MODEL TR-1819

13.95

Sharp looking AM radio in walnut finish with gold face. Perfect for desk. Battery/transistor.

NEW! SONY "TUBE"

MODEL TR-1829

Sound in the Round!

17.95

AM radio with all-the-way-around sound. Attractive walnut with brushed chrome. Battery/transistor.

SONY "TOUCH 'N PLAY"

Just touch chrome face and cover pops up . . . sound comes on. No. TR-1839.

Just close cover to shut it off. Powerful AM/battery transistor. Ideal for coffee table or desk.

21.95 Charge It At Raley's

GIVE A TIMELY GIFT!

INGRAHAM 17 JEWEL LADIES' WATCH

FEATURES ELEGANT STYLING PLUS AN ATTRACTIVE MESH EXPANSION BAND.

$19.95 VALUE! GIFT PRICE

12.88

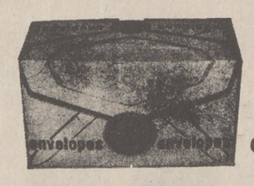
A pretty companion for the lady. A 17 jewel lever execution and very fitting chrome case with sparkling Silver dial. Striking metal mesh expansion bracelet. A petite timepiece with a petite price tag. See it today in Raley's Camera Department.

GILLETTE. SUPER STAINLESS. STEEL BLADES

79c VALUE! JUST ... 49¢

PACKAGE OF FIVE ....

100-CNT. ENVELOPES



Standard letter size. Quality linen finish.

39c VALUE! ONLY ... 23¢

HOUSEWARES

"NORTHERN" TWO-PLY BATH TISSUE

4-Roll Pack SALE PRICE 29¢

"PUREX" HOUSEHOLD BLEACH

5-Qt. Size ONLY ... 49¢

"LYSOL" SPRAY DISINFECTANT

Eliminates Household Odors While It Sanitizes. Large Size.

$1.49 VALUE! 99¢

SAVE GOLD BOND STAMPS

REDEEM FILLED GOLD BOND SAVER BOOKS LIKE CASH AT RALEY'S DRUG CENTERS!

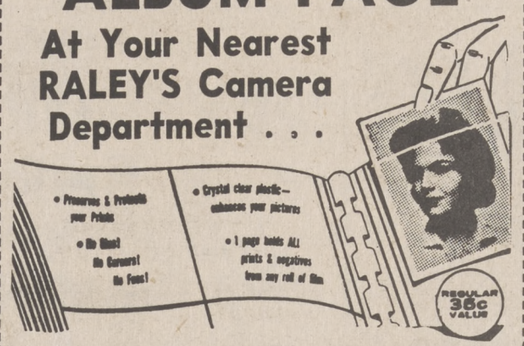
Raley's DRUG CENTERS

VALID MAY 7th THRU 15th

CLIP THIS COUPON

FREE! POCKET PICTURE ALBUM PAGE 35c

At Your Nearest RALEY'S Camera Department . . .


• Preserves & Protects your Prints
• No Blast No Camera! No Fuss!
• Crystal clear plastic—enhances your pictures
• 1 page holds ALL prints & negatives from any roll of film
REGULAR 35c VALUE

BONUS! ONE MORE FREE ALBUM PAGE

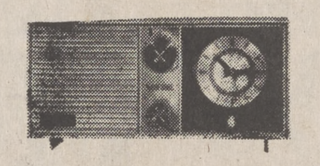
Receive one more free pocket picture album page with each roll of Kadocolor film left at Raley's for processing.

HURRY! OFFER EXPIRES MAY 15th

"REALTONE" SOLID-STATE

TABLE CLOCK RADIO

$15.95 VALUE!



10.88

MODEL 3210

All transistor for instant-on, full volume sound. Compact decorator designed wake-to-alarm clock. Direct tuning. Automatic volume control. AC operation. See it Raley's Camera Department.

COSMETICS

LILT HOME PERMANENT

Everything for a New "Do" Soft, natural looking curls are yours, easy too. Simple, easy to follow directions. $1.69 *VALUE! SPECIAL . . .* **88c**

"HIDDEN MAGIC"

HAIR SPRAY

Holds firmly, yet gently in any weather. Contains Flexinol. 17½-oz. $1.99 VALUE! ONLY . . . **1.09**

ICE BLUE "SECRET"

SPRAY DEODORANT

PROTECTS ALL DAY LONG! Just spray it on in the morning for assuring protection during your whole day. $1.09 Size — *SALE PRICE* **59c**

"CREST" FAMILY-SIZE

TOOTHPASTE

Recognized as a proven decay fighter! Regular or new mint flavors. $1.05 Value! SALE PRICE **63c**

"HELENE CURTIS" CARRY-AROUND SIZE

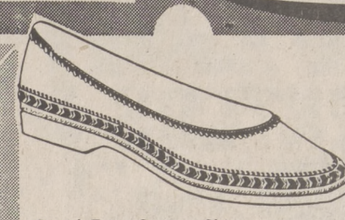
SPRAY NET

Perfect size to carry in purse or coat pocket! 2½-oz. DURING THIS GREAT SALE ONLY **23c**

WOMEN'S TERRY CLOTH

SLIPPER

Attractiv floral pattern Step-In Slpiper in pink or light Blue. Color marched rubber soles. Sizes 5 to 10. $2.99 Value **1.77**



Women's CANVAS CASUAL

Braid Trim Canvas Skimmer. Your choice of black or white. Cushion insole, flexible rubber sole. Perfect for any casual occasion. Sizes 5 to 10. $2.99 Value. **1.77**

BRECK SHAMPOO

Choice of Dry, Normal or Oily formulas. 16-oz. *$1.89 VALUE!* **99c**

SCOPE

Super Size. $1.83 Value **99c**

"GET SET" GEL

Makes hair setting easy. Adds body too! $1.00 Size ONLY **59c**

F.D.S. DEODORANT

Feminime hygiene deodorant. *$1.50 SIZE* **99c**

"Ponds"

COLD CREAM

It's the large jar at a small price! $1.99 VAL.! JUST **1.22**

Washing Cream

Woodbury Facial. 6½ Oz. $1.09 Value **66c**

NOW! 3-WAYS TO CHARGE! master charge • CHARGECARD • BANKAMERICARD

COOL GIFT IDEA!

PANTSDRESS

2.77

Cool 'n breezy even in the hottest weather. The casual, easy living garment designed for Californians. Attractive print Sailcloth in comfortable sleeveless design. S, M, L.

GIFTS FOR MOTHER

PANTY HOSE

A MUST FOR MINI-SKIRTERS!

100% nylon, seamless stretch hose in latest spring and summer shades. S-M-MT & T. *COMPARE AT $1.49* **99c**

Nylon Pull-Over Blouse

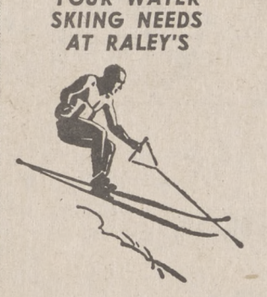
Cool as a sring breeze! Choice of turtle or mock turtle neck. Sizes 32-38. *$2.49 VALUE! ONLY . . .* **1.87**

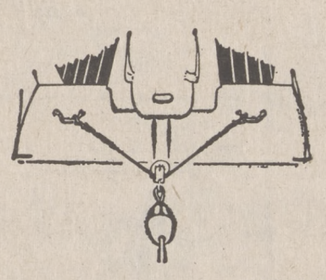
LADIES' SEAMLESS HOSE

100% FIRST QUALITY SEAMLESS NYLON SUMMER SHADES Mother never has enough hose. Popular sizes available. **29c pr** COMPARE AT 59c PR.

OUTDOOR FUN STARTS HERE!

CHARGE YOUR WATER SKIING NEEDS AT RALEY'S





"BERKELEY" POLYETHLENE

WATER SKI TOW ROPES

75' long double strand diamond braid. Soft poly handles. Assortedc olors. SINGLE HANDLE No. 3754F **2.44** DOUBLE HANDLE No. 37FD **2.99**

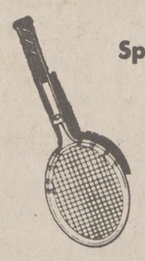
BOAT SKI HARNESS

Patented design keeps skier centered behind boat. Plastic float keeps rope out of prop. No. PH-400. *$9.50 VALUE!* **6.66**

FOAM PADDED

Boat Seats

Heavy duty vinyl seat and back. Two spring clamps for attaching to seat. Contour design back for extra comfort. NON-SWIVEL NO. MK-2 $5.00 VALUE! **3.99** SWIVELING NO. MK-3 $9.50 VALUE! **6.66**



Spaulding "Pancho Gonzales"

TENNIS RACQUETS

The Family Sport! "THE TRABERT" Finest quality hardwood laminated frames. Nylon strings. $12.00 Value

Start This Summer. "THE CONNOLLY"

6.88

"Plano" Unbreakable

TACKLE BOX

No. 5000. Cork lined trays. Plenty of room for reel and tackle. $4.19 Value ONLY.... **2.88**

2-BURNER STOVE

No. 425-E, Coleman quality at a budget price. Folds for carrying, storing. Lights instantly. **11.88**

CAMP LANTERN

No. 200-A, single mantle model lets you read a newspaper up to 100' away. Bright Red. **10.88**

ICE CHEST

No. 5252, 28-quart capacity. Highly efficient Snow-Lite insulation. Cam-lock latch. Chest type handles. **11.88**

PRESCRIPTION SERVICE

Fast, Accurate, Dependable.

CONTAC Capsules

FAST RELIEF FROM COLDS & ALLERGIES

PKG. OF 10

$1.59 VALUE! **88c**

"EXCEDRIN"

EXTRA-STRENGTH PAIN RELIEVER! BOTTLE OF 100 TABLETS

$1.59 VALUE! SALE PRICE **89c**

Formulated for people who want fast, efficient relief from pain of muscle or headache.

"Q-TIPS" COTTON SWABS

PACKAGE OF 170 SWABS Double-Tipped with Cotton 98c *VALUE!—SPECIAL* **49c**

Raley's DRUG CENTERS

WE GIVE GOLD BOND STAMPS

Hwy. 50 at Park Crescent 'V' Center

• SOUTH LAKE TAHOE, CALIFORNIA (Stateline)

Comments On Stock Market

By DONALD G. GLOISTEN

I have received a lot of letters lately on the subject of inflation and I though I might devote an article to this subject.

First, if you look at a long-term chart which dates back to the Revolutionary War, you will note that the purchasing power of the dollar has steadily declined. Putting it another way, you might say that your dollars buy less today than they did five, 10, or 50 years ago. I remember in 1940 when we use to buy a pack of Wings Cigarettes for 12 cents. Today, they want 38 cents for super-duper, 100 milmeter filtered, mentholated, crush-proof box with low tar and nicotine, which simply goes to prove that is costs you more to buy everything these days (even lung cancer).

I am not an economist as such but I do follow economic trends as they relate to the stock market and I must say that I have yet to uncover any logical argument that would indicate to me that inflation will cease to be a dominate part of our economic life. Instead of discussing whether or not it will be inflation, most people comment on how much inflation we are going to have.

Our federal planners have been known to publicly state "a little inflation is a good thing." With inflation, the people that get hurt the worst are those who have fixed dollars or fixed dollar investment. If you put your money in the mattress and don't touch it for 10 years it will probably still be there, but it will buy a lot less. An alternative to the mattress would be an investment in stocks, bonds, mutual funds or a savings account. Bonds and savings accounts are considered fixed dollar investments, in that you are guaranteed your principal amount will be paid out. However, no growth of these fixed dollars will take place. Depending on existing rates, interest will be paid to you.

Common stocks and mutual funds represent the companies which manufacture any nation's goods and services. Since the costs of these goods and services continue to inflate (increase in price) the income to these companies grows accordingly and, therefore, we conclude that an investment in a common stock or a mutual fund is a hedge against inflation.

I will be happy to answer questions sent in by readers concerning individual stocks or investing in general. Address questions to Stock Market Comments, P. O. Box 1358, South Lake Tahoe, California. 95705.

Budget Plans Reviewed

SACRAMENTO – Weimar Council held its annual meeting on Friday at Weimar Medical Center, reviewing the budget and plans for the coming year.

The executive director, chairman of the patient services committee and other volunteers of each member Tuberculosis and Health Association appointed new officers and held a brief business meeting.

The committee also reviewed a new film on TB called "More than Anger."

After the meeting there was an arts and crafts show by the patients. Patients displayed their crafts completed during the year and competed for first, second and third place prizes.

Patients range from infant to eighty years of age.

Every patient participates in some form of occupational therapy.

The display will show art, metal wire designs, sewing and needle work, knitting and crochetting, ceramic and many other crafts.

After the show the volunteers and friends were given a full tour of the Weimar facility.

Weimar Medical Center is a general hospital, tax supported, owned and operated by these northern California counties: Amador, El Dorado, Inyo, Nevada, Placer, Plumas, Sacramento, Sierra, Solano, Sutter, Yolo and Yuba.

First Mill

George Schaffer built the first mill in Truckee in 1867. He built a mill in 1871, three miles below Truckee with a capacity of 30,000 feet daily. He built a box flume three miles long in 1871, from Martis creek to his mill, and in 1872, another from the mill to Truckee, to convey lumber to the railroad. The reservoir at the mill covers fourteen acres. Since he began operations in this region he has made nearly 10 million feet of lumber.

Raley's DRUG CENTERS

WE GIVE GOLD BOND STAMPS

Hwy. 50 at Park
Crescent 'V' Center
South Lake Tahoe, California (Stateline)

NOW! 3-WAYS TO CHARGE!
master charge • CHARGECARD • BANKAMERICARD

GIANT SPRING

PLANTS - FLOWERS - SHRUBS - GARDEN AC

CLEAN UP-PA

WED., MAY 7th THRU SUNDA

All Hardy Evergreen Selected Plants For This Area And Climate

1 GALLON CANS

TAM JUNIPER ★ JUNIPER PHITZER ★ GOLD PHITZER
RED LEAF BARBERRY ★ JAPANESE RED PINE
BLUE JUNIPERS ★ ARMSTRONG JUNIPERS ★ OREGON
GRAPE ★ ENGLISH LAVENDER ★ COTONEASTER
& MANY MORE VARIETIES TO CHOOSE FROM

Values To 1.98
YOUR CHOICE **88¢**

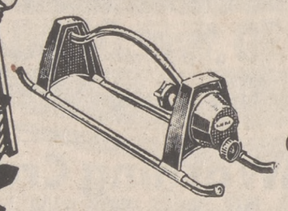
LARGE BEAUTIFUL EVERGREENS & SHRUBS
FULLY GROWN FOR BEAUTY NOW
5 GALLON CANS

★ FLOWERING QUINCE ★ GOLDEN PHITZ
★ SPINNY GREEK ★ SPREADING JUNIP
★ GOLDEN THUJA ★ BLUE PHITZER
& MANY MORE VARIETIES TO CHOOSE F

Values To 7.50
YOUR CHOICE **$3**

LAWN & GARDEN Values

OSCILLATING SPRINKLERS BY ERERAIN



No. 71

No. 71	No. 65	No. 70
Extra coverage, rust proof construction. Guaranteed. Covers 2800 sq. ft.	Waters areas up to 1800 sq. ft. 30 x 60	Waters areas up to 2400 sq. ft. 40 x 60
$8.95 Value	$6.50 Value	$8.95 Value
$4.44	$3.33	$4.44

Everain Hose Hangers 49¢
No. 750. Keeps your hose neat & handy. 95c VALUE

Brass Hose Nozzle 77¢
Hand adjustable, fits all garden hose for hand spraying. No. 505 1.50 VALUE

Jackson Lawn Spreader 6.66
Ideal for seed and fertilizer—does the seeding and feeding for you—Designed for effective spreading on all areas. 8.95 VALUE

Metal Leaf Rakes 88¢
1.19 VALUE

Hula Hoes 3.66
The weeder with the wiggle. 4.95 VALUE

Gothic Folding Fence 1.22
White or green. 10 foot sections. A thick vinyl plastic coating on wire frame. Ideal for flower beds. 1.95 VALUE

Lawn Edge Grass Stopper 1.22
Aluminum. 40 Feet. Keeps grass frm spreading. 1.59 VALUE

Drinking Fountain Cam Co 66¢
Outdoor. Attaches to any faucet for a sanitary drinking fountain. Ideal for gardening

Pistol Grip Hose Nozzle 99¢
Everain Deluxe. Ideal for gardening, washing cars, boats, chrome finish. 1.69 VALUE

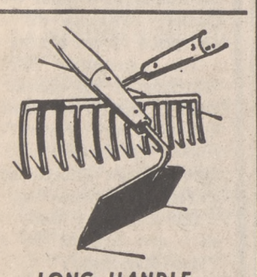
Hollow Ground Grass Shear 1.99
Exclusive floating fulcrum, 3 position adjustable button handle. 3.50 VALUE

Wiss Pruning Shears 1.99
No. 708. Chrome plated . . . has the edge and keeps it. 3.95 VALUE

Multi Spray Sprinklers 4.88
Everain 3 way, with twin jet nozzle, 3 finger-tip adjustments. Covers to 5700 sq. ft. $8 val.

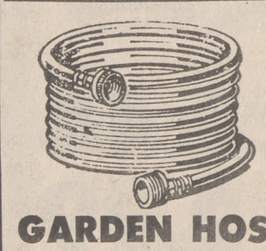
Revolving Arm Sprinkler 2.22
2 arm, with adjustable jet nozzles. No. 905. 3.95 VALUE

HAND TOOLS
Large Selection!
50¢ VALUE **37¢**
You'll want a whole set at these low prices!



LONG HANDLE
GARDEN TOOLS
VALUES TO $2.99 — Your Choice **1.99 each**
Choice of round or square pointed shovels, hoe, rake or edgers.

3 Cu. Ft.
WHEELBARROW
$9.95 VALUE! ONLY **6.88**
Heavy-duty tubular steel frame. Semi-pneumatic rubber tire. Heavy gauge bed.



GARDEN HOSE
Rubber and Vinyl Weather Resistant, nylon reinforced. ⅝x50, 9.95 Value **5.88**
Topflite Vinyl Plastic, ¾x50 5.95 Value **3.33**
Topflite Nylon Tire Cord Reinforced. 8.95 Value **4.44**
Triple Tube Flexible Soaker-Sprinkler, 50 ft., 3.79 Val. **2.22**
Triple Tube Flexible Soaker-Sprinkler, 25 ft., 2.29 Val. **1.44**

DELUXE PADDED
CHAISE LOUNGE
$18.88 VALUE! ONLY **12.88**
5-position aluminum frame with strap & spring suspension. Boxed type floral design pad. Durable vinyl with duck underside. Relax in comfort!

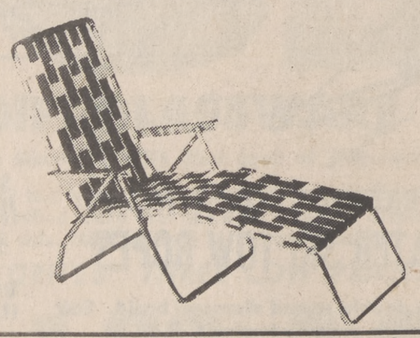
REWEB KITS
17 of Poly Proppylane webbing with screws. Complete. 44c VALUE **23¢**

REWEB NO. 220 — 73 feet wiht screws complete. 1 Chaise or 2 Chair Kit. COMPLETE 1.66 VALUE **99¢**

OUTDOOR

All You Need Fo

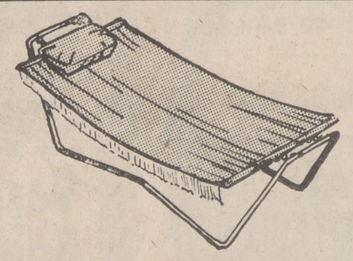
PATIO ASH TRAYS
WITH EASY CLEAN OUT
2.88 VALUE **1.77**



FOLDING 5-POSITION
LAWN LOUNGE
$6.98 VALUE! SPECIAL **4.99**
2" flat extruded aluminum arms. Green & white 6x14 web construction. Overall width 25⅓", length 72". Polished aluminum tubing construction.

LARSON 6 FOOT
Wooden Ladder

KNIFE EDGE
LOUNGE PAD
$4.95 VALUE! JUST ... **2.88**
Ideal for replacement or adding extra comfort to webbed type lounges. Flowered vinyl top side. Duck underside. 24"x72". Ass't. designs.



"ASTRO-COT" DELUXE
HAMMOCK
$14.98 VALUE! SALE ... **9.99**
Not just a sling but the complete hammock with rugged spring steel frame that comes apart for storing. Heavy-duty fringed sling. Pillow incl.

Here's a great idea for your garden
2.88 RAYON CHAIR UMBRELLA
• Fits any chair
• In any position
• 46" Spread
• 8 Ribs
4.44 VALUE

LAWN MOWER SPECIALS

16" Hand Mower
The Favorite. 10" wheels, 4 spiders, 5 blade cutting reel, semi-pneumaic tires.
$27.95 Val. SALE PRICE **17.88**

MODEL RCHS-208

Deluxe 18" Reel Power Mower
Deluxe, self-propelled model 5105. Chain drive.
121.95 Value
Sale Price **82.88**

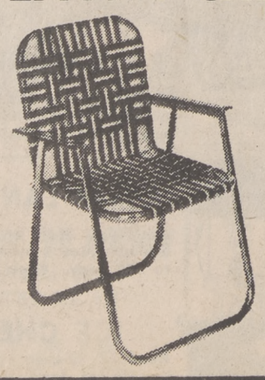
MODEL RJ-198

"DAVIS" 3-H.P.
ROTARY MOWERS
Quality mowers with smooth running "Briggs & Stratton" engines. Easy-Spin recoil starting. Throttle & choke controls mounted on handle.

MODEL RCHS-208, DELUXE 19-INCH
Deluxe 20 Inch 26.95 VALUE **52.88**

MODEL RJ-198 19-INCH MOWER
19 Inch Model 66.95 VALUE **42.88**

LAWN CHAIRS *WEATHERPROOF LUREX WEBBING! RIGID TUBULAR ALUMINUM FRAME!*



COMPARE AT $3.95 EACH! NOW
2 FOR **5.00**
Flat extruded aluminum arms. Attractive, fade-proof Lurex, 6-3-3 webbing design. Constructed of 1-inch tubular aluminum, highly polished.

KELLER
20-Foot EXTENSION LADDER
28.95 VALUE **16.88**

NOW! 3-WAYS TO CHARGE! master charge • CHARGECARD • BANKAMERICARD **NOW! 3-WAYS T**

GINO CARLOAD SALE

DEN ACCESSORIES - LANDSCAPE NOW FOR SUMMER ENJOYMENT

-PAINT UP-PLANT NOW!

THRU SUNDAY, MAY 11th

UTIFUL
EENS
UBS
EAUTY NOW
CANS

CE ★ GOLDEN PHITZER
SPREADING JUNIPER
JA ★ BLUE PHITZER
ETIES TO CHOOSE FROM

S
0
R
CE

$3.88

SHADE AND Decorative TREES
5 GALLON CANS

WEEPING WILLOWS ★ RED LEAF PLUM ★ POPLARS
SILVER MAPLES ★ WHITE BIRCH ★ EASTERN GREEN ASH
& MANY MORE VARIETIES TO CHOOSE FROM

PLANT NOW FOR YOUR SUMMER BEAUTY AND SHADE

Values To 7.50
YOUR CHOICE
$3.88

BEDDING PLANTS

Pony Pack—8 Ponies To Flat
PETUNIAS ★ PANSIES
SNAPS ★ STOCK
CALENDULAS ★ ICE PLANT
MARIGOLDS ★ ASTORS ★ ZINNIAS

AND MANY MORE TO CHOOSE FROM
APPROX. 8 TO 12 PER PONY PACK

HEALTHY, VIGOROUS PLANTS FOR SUMMER COLOR

Your Choice
49¢ PONY PACK
3.77 FLAT

1 GALLON CAN

MANY COLORS & VARIETIES TO CHOOSE FROM
3.50 VALUE
YOUR CHOICE
1.77 Each

OOR LIVING SALE

Need For Comfort and Cooking!

GARBAGE CANS

32 GAL.
5.88 Value
3.88

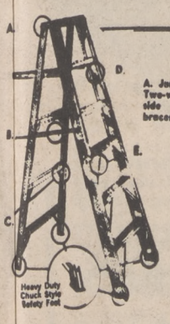
Loma Avocado Color, Plastic 32 Gal. Garbage or Trash Container.
6.88 Value
4.88

AYS
T
77

Ladders 5.88

FOR PATIO OR GARAGE

14" PATIO BROOM
DURABLE FIBER BRISTLE
$1.49 VALUE!
ONLY ... 99¢


A. Jumbo size top. B. Safety lock. C. Two-way leg bracing. D. Three lock side rail. E. Double riveted angle braces. Charge it!
Heavy Duty Chuck Style Safety Feet

KELLER ALUMINUM 6-FOOT
15.95 VALUE
STEP LADDER
7.77

"WIZARD"
CHARCOAL LIGHTER
59¢ VALUE 39¢
Quart size can. Don't be caught short!

CONVERTIBLE PORT. B-B-Q
No. 2-15
Removable Extensions for the Legs!
Use as regular B-B-Q or remove legs and use on table. $6.95 VALUE
3.88

METEOR ELECTRIC FIRE STARTER
Safe — Sure — Quick. 2.22 VALUE
1.33

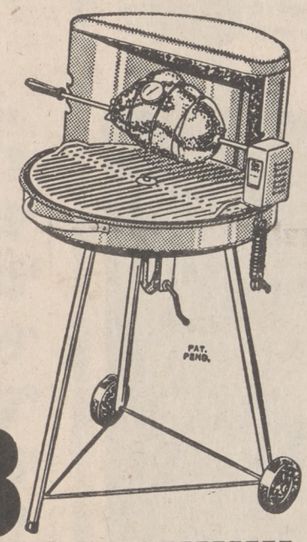
3 PIECE UNFINISHED
PINE OUTDOOR
Garden Set
SETTEE PLUS 2 CHAIRS
8.88 SET

"KINGSFORD"
BRIQUETS
5 POUND BAG **44¢**
10 POUND BAG **77¢**
20 POUND BAG **1.44**
Dependable briquets that give a hot fire . . . odorless . . . start easier.

Raley's BAR-B-Q BARGAINS

"BIG BOY" 24-INCH
BARBECUE
U.L. APPROVED MOTOR
Model 2400
17.95 VALUE
9.88

Heavy-gauge, cold rolled steel bowl with chrome grill. Crank adjusted grill height. Heavy-gauge steel wind hood with swing away spit. Sunburst Orange color.



Model No. 2403 w/OVEN
Keeps food warm in oven. Same features as model 2401.
26.95 VALUE 15.88

BIG BOY PORTABLE
18" PICNIC BARBECUE
No. 1802. Compact size makes this a very versatile brazier. Ideal for camping, picnics or backyard use. Folds for carrying, storage. See it today!
$8.95 Value
4.88

BBQ GRILL CLEANER AND DEGREASER
SPRAY IT ON . . . WIPE IT OFF
77¢

RALEY'S CHARGE-CARD IS HANDY AS CASH!
The fast, easy way to make your purchases without carrying a lot of ready cash around.
APPLY FOR YOURS TODAY!

RICH BLACK PEAT
1.95 VALUE
2-CU. FT. BAG
Ideal for flower beds . . . Loosening up soil. Limited quantities, so hurry!
99¢

STEER MANURE
1.29 VALUE
40-LB. BAG
Stock up now at this low special price . . Get a head start on your lawn!
59¢

"GERMAINE" BLU-GREEN
LAWN SEED
Provides thick even growth. Hardy breed . . . fast growing, too.
2.95 VALUE
5-Lb. Box
Raley's Price ... 1.66

GOLDEN VIGORO LAWN FOOD
25-LB. BAG
$4.95 VALUE!
—SPECIAL 3.88

EVERYTHING FOR YOUR GARDEN

Planter Mix & Mulch — **1.44**
Ideal for flower beds.
2 CU. FT. BAGS — 1.98 VALUE .....

Course Decorative Bark 3 CU. FT. BAGS — **2.22**
For walkways — play yards & ornamental top dressing for planted areas. 2.98 VALUE .....

Redwost Compost 60 Lb. Bags — **2.22**
Nitrogen added for added value. Improves soil, adds humus, retains moisture. 2.98 VALUE ..

Vigoro Evergreen Food — **77¢**
Ideal for trees — shrubs, etc.
5 LB. BAG — 95c VALUE .....

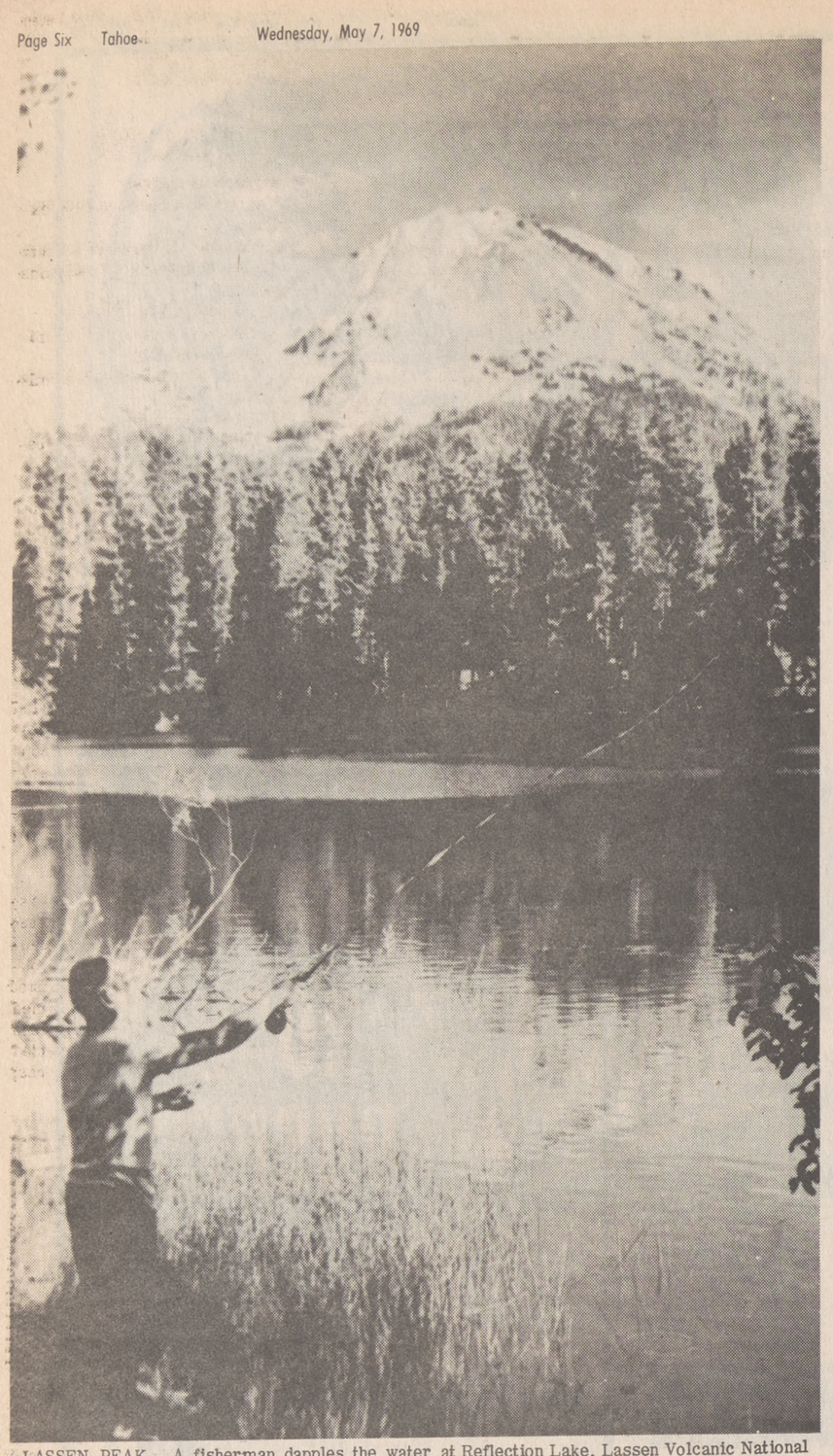
Swift's Sulfate of Ammonia — **99¢**
For quick grow up.
10 LB. SIZE — 1.00 VALUE .....

White Clover Grass Seed — **77¢**
Germain's—1 Lb. Box. 1.49 VALUE .....

Raley's DRUG CENTERS

WE GIVE GOLD BOND STAMPS

WAYS TO CHARGE! master charge • CHARGECARD • BANKAMERICARD



LASSEN PEAK – A fisherman dapples the water at Reflection Lake, Lassen Volcanic National Park, under 10,457-feet-tall Lassen Peak, the only active volcano in the National Continental United States, which last erupted 1914-1918. Thousands of visitors a year make the 2 1/2-mile hike to the top to see the craters and enjoy the 75-mile view.

BUMPASS HELL – Sixteen acres of furious energy going nowhere – this is Bumpass Hell in Lassen Volcanic National Park. Boiling mud pots wait to throw superheated liquied at those who venture too near. Volcanic gases and steam paint a riot of bright colors throughout this miniature wasteland that shows how all the once world looked.

Cranston, Murphy Support Concentration Camp Ban

WASHINGTON – On the anniversary of Adolph Hitler's death by alleged suicide in a ruined Berlin chancery in 1945, U.S. Senator Alan Cranston, D-Calif., has announced his support of legislation to ban the use of concentration camps in America.

Recognizing widespread acceptance of rumors that the federal government has been readying detention camps which could be used to hold those with unpopular political views, Cranaton agreed to co-sponsor a bill introduced by U.S. Senator Daniel Inouye, D-Hawaii, to repeal the emergency detention provisions of the Internal Security Act of 1950.

The act gives the President power to detain persons if there is "reasonble grounds" to believe they will engage in "acts of espionage or sabotage" while the United States is in a state of "internal security emergency."

Cranston served in Germany as a young reporter for the old International News Service during Hitler's early days of power. He said he saw first use of concentration camps there long before the world or the ordinary German population foresaw their purpose.

"Most of us have the attitude that concentration camps would never be used in this country, but few realize that right now we have a law on the books that would allow the Attorney General to round up and detain in a crisis those whose political views seem to him to be threatening or dangerous, "Cranston said.

He also referred to the "shameful" violation of the rights of Japanese-Americans-most of them Californians—who were put in detention camps shortly after the outbreak of World War II.

"We in California should be doubly sensitive to any similar encroachment on any minority groups' rights, " he said.

U.S. Senator George Murphy, R-Calif., also has agreed to co-sponsor the bill.

Credence to concentration camp rumors, still widely circulated and beleived in urban ghettoes, was given last May when a House Un-American Activities report recommended possible use of camps for certain black nationalists and Communists, Cranston said.

"However dangerous a given group might seem, we can certainly never submit to the suppression of its constitutional indoctrinated the German people to totalitarianism step by step in overthrowing our constitutional liberties."

Hitler's literary agents filed suit in 1939 when Cranston wrote and published a 10 cent version of the German leader's "Mein Kampf" interspersed with anti-Nazi "Mein Kampf" were sold before Hitler's suit managed to halt its circulation.

Two Parcels Of Land To Be Sold

Two parcels of land along highway 50 east of Placerville will be sold ty the State Division of Highways.

Bidders may submit sealed proposals to the district office in Marysville until 2 p.m. May 29.

Twenty-three acres about a mile east of Placerville north of Smith Flat Road will be sold as one unit.

The second is a 32-acre parcel about 10 miles east of Placerville just south of the highway.

Location maps, sale terms and other information may be obtained from the Right of Way Department, 627 B Street, Marysville, telephone 743-5421, ext. 317.

Truckee Jail

This public institution, small as it is, has been of incalculable service to the officers of Truckee. It stands in the rear of Grazier & Stoll's saloon, and is a solid building. It was completed in September, 1875, and the first prisoner was a rough known as William Hart, who was incarcerated for fighting, and received a fine of $40.

Road Work Increases

SACRAMENTO – Although its activities in highway construction and maintenance have increased substantially during the past two years, the number of employes assigned to the State Department of Public Works has remained at early 1967 levels, according to James A. Moe, state director of public works.

"This accomplishment is in keeping with Gov. Ronald Reagan's stated objective of providing more service to the people of California while holding the line on the size of government," Moe said. "We're particularly proud of this accomplishment because the highway program is a growing program."

The department now has 103 more construction projects underway than two years ago and has obligated $243 million more in construction funds than at that time.

In January, 1967, a total of $688 million was outstanding in construction contracts. The present total is $931 million.

In January, 1967, there were 359 major contracts to be supervised.

A major contract is one which involves $5,000 or more. In early 1969 there were 462 such contracts underway.

Americans Use More Wine

SAN FRANCISCO – Americans' taste for wine is growing-1.069 gallons per person in 1968, Compared to 1.026 gallons in 1967.

The Wine Institute at San Francisco reported Americans used 213,682,000 gallons of wine last year. Three out of four bottles were California wine.

This represented a 10.3-million gallon increase over the 203,403,000 gallons of wine used in 1967.

The increase in consumption reflects record shipments of California wine in 1968 when wine growers shipped 156.7 million gallons to market, the institute said.

The District of Columbia led the nation's per capita list for wine consumption with a figure of 3.203 gallons. Total gallonage was 2,590,809, population 809,000.

A Sunnyview Farms

Fine Art Reproductions FREE PRINTS EACH WEEK

One Each Week For The Next 11 Weeks With Coupons You Received In The Mail.

4 different size prints — every size offers a different selection of beautifully brush-stroke embossed fine art reproductions — mix and match sizes and subjects for unusual decorator groupings! Choose any print you like each week — it's yours — free! With coupon and $5 in food purchases.

120 Masterpieces by the world's greatest artists, can now enhance your own home! Choose from among the most famous paintings of all time!

SAVE UP TO 50%
on 23 Different Frame Designs and Sizes
Complete Details at Raley's

Sunnyview Farms **SLICED BACON** 2-Lb. Thick 1.32 **67¢ lb**

Dubuque All Meat **SKINLESS FRANKS** LB. PKG. **49¢ lb**

Ocean Fresh STEAKS **FRESH SALMON** Whole or Half For Baking 98¢ lb **1.09**

Raley's SUPERMARKETS
WE GIVE GOLD BOND STAMPS
HIGHWAY 50 AT PARK
Crescent 'V' Center
SOUTH LAKE TAHOE, CALIFORNIA (Stateline)

HOURS: 9 AM - 10 PM — 7 DAYS
Prices Effective Wednesday, May 7, Through Saturday, May 10

This is a magnificent bird.

It's a whole new breed, especially developed to give you less bone and more juicy white meat.

The breasts are supersized. They are loaded with moist, tender white meat. The thighs and drumsticks are big and plumpy with lots of juicy dark meat.

Sunnyview Farms Premuim Trukeys are fed a special high protein ration that puts lots of buttery-smooth, tender meat on every bird.

Sunnyview Farms Turkeys are sold fresh—NEVER FROZEN.

And for good reason. Once a frozen turkey is thawed, it loses moisture. Lost moisture is lost juice and lost flavor. Sunnyview Farms Fresh Turkeys cost a few cents a pound more than ordinary frozen turkeys but the extra quality is well worth the price Serve one for Mother's Day dinner. Once you taste a Sunnyview Farms Fresh Turkey you'll never settle for any other kind. Sold exclusively at Raley's.

Sunnyview Farms Grade A
FRESH TURKEY 49¢ lb

Genuine Spring **LARGE LOIN LAMB CHOPS** A delicate Spring flavor. Well trimmed. **1.29 lb.**

A Specialty! **SPRING RACK OF LAMB** A great conversation roast. Prepared for easy carving. **1.39 lb.**

Country Style Bulk **SAUSAGE** We make it fresh! Select pork and mildly seasoned. **49¢ lb**

USDA Prime **RIB STEAK** Cut from Iowa Corn Fed Beef. Center cuts. **1.39 lb.**

Genuine Spring **LAMB CHOPS** Spiurge a little and buy these tender as butter small Lamb Chops. **1.59 lb.**

World Fashion

By Bette Knight

SAN FRANCISCO–The soft dress is here for spring.

It is soft in fabric and silhouette, belted or with a belted look in clear prints or crepe accented with white.

The soft dress can be wrapped or worn over pants and is worn with ropes of pearl or gold.

Suits are back in either a swinging or a sleeveless style. They have a long jacket and a skirt with motion. Full sleeve crepe blouses look right with the sleeveless styles.

The jumper dress is big spring news.

Hats are making their appearance in the form of the semi–snood, the side roll felt, the breton, and the scarf hat.

The panty stocking for spring is nude or 30 denier sheer opaque in off–white, pastel, navy or grey and some with faint delicate patterns.

With dresses there is the city sandal, the open non–city sandal, the spectator. Jewelry features the ropes of refined gold, pearl, beads worn with large earrings and many rings.

The gloves are short and in crisp leather, contrast detail. Scarves are long and narrow as a bow under the collar or long fly–away as belts. There are buttons, belts, scarves with designer signature or initials.

There are costumes with the look of separates in whitewashed plaids. There are two shapes in coats– the new wide look, small top and the belted trench. There are shaped coats to wear over pants. There are the rain coats and the rain suits. Shoes to go with the suits have a contrast trim—the spectator shoe. The modified up–front and the ankle–strap in shiny black, bone, pale gray, red, navy, and white trimmed brown–heels chunky higher but more refined—are seen. Look for the Garbo slouch hat, the shoulder bag, the traveler satchel.

Sweet Biscuits

Brush the tops of baking powder biscuits (before baking) with milk or cream and sprinkle with a sugar-cinnamon mixture. Bake as usual.

FOR CHOCOLATE LOVERS – There's nothing like chocolate for satisfying a sweet tooth. These Bonbon Crinkle Cups, dark and rich with semi–sweet chocolate, can be filled with a variety of fillings; they make unique refreshments for club meetings, teas, and parties.

Chocolate Lovers' Special Satisfies That Sweet Tooth

When Columbus spread out his New World treasurers at the feet of King Ferdinand, it's no wonder that no one paid attention to those funny looking little brown cacao beans off in one corner. Yet it was a great day in the history of food – the day when chocolate first touched Europe.

It wasn't until a couple decades later when Montezuma invited Cortez for dinner that Europeans began to know the delights of chocolate. First enjoyed as a beverage, chocolate swept Europe, and before long, great culinary minds were inventing marvelous things to make with chocolate.

There's hardly a soul who can resist chocolate in its pure form, and that's why Bonbon Crinkle Cups are so tempting. These little "sugarplums" are unique in that they're neither candy nor dessert, but a little of both. Making them is easy – just spread semi–sweet chocolate, melted with a bit of butter, in small bonbon cups. Or, if you wish, you can use larger paper baking cups. The fillings can suit your fancy of the moment – try tiny scoops of ice cream, whole strawberries, pudding, or flavored whipped toppings.

These little cuplets are marvelous for entertaining, particularly when you need some refreshments that are spectacular and different – like a shower, a club meeting, or a card party. Another time like that when you really want to shine as a hostess, serve Chocolate Fondue, just as unique a party treat.

The fondue recipe is one of many in a leaflet with new chocolate ideas. It's available free by sending your name and address (including ZIP code) to "Chocolate Doodles," Box 5017, Kankakee, Illinois, 60901.

BONBON CRINKLE CUPS

6 squares semi–sweet chocolate
2 tablespoons butter
1 cup (about) flavored whipped topping, pudding, or ice cream*

*Or use 30 small strawberries.

Partially melt chocolate with butter over hot water. Remove from water: stir rapidly until entirely melted. Using a teaspoon, swirl the chocolate around the insides of 30 small paper or foil bonbon cups, covering the entire surface with a thin layer. Place on tray or baking sheet. Chill until firm.

About 10 minutes before serving, fill the cups with topping, pudding, or ice cream. Place in freezer or refrigerator. Peel paper from chocolate cups just before serving. Garnish, if desired. Makes 30 small confections.

Bonbon Crinkle Dessert Cups: Prepare Bonbon Crinkle Cups as directed, spreading chocolate mixture in 10 large paper baking cups. Place in muffin pans to chill. Fill with 1 quart (about) desired filling. Makes 10 servings.

FLAVORED WHIPPED TOPPINGS

Prepare 1 envelope whipped topping mix with milk and vanilla as directed on package, adding flavoring from list below before whipping. Makes about 1 3/4 cups.

Peppermint: 1/8 teaspoon peppermint extract.

Rum: 1/4 teaspoon rum extract.

Mocha: 1 teaspoon instant quality coffee and 2 teaspoons cocoa.

CHOCOLATE FONDUE

1 package (8 squares) semi–sweet chocolate
1/2 cup plus 1 tablespoon milk
1/4 cup sugar
Dash of cinnamon
Dippers (see suggestions below)

Combine chocolate, milk, sugar, and cinnamon in saucepan. Place over low heat and stir occasionally until chocolate is melted and completely smooth. Pour into fondue pot or small chafing dish. Keep warm while serving. Arrange dippers on a tray or platter beside fondue; let each person dip his favorites into the chocolate. If heated longer than 1/2 hour, add additional milk for a proper consistency. For individual servings, pour into demitasse cups or small glasses and serve immediately. Makes about 1 1/2 cups.

Dippers:

Seedless green grapes; Dates; Apple slices or wedges; Candied orange rind; Banana chunks or slices; Butter cookies; Pear wedges; Toasted pound cake strips; Stemmed cherries; Pretzels; Tangerine sections; Rolled cookies; Dried apricots; Ladyfingers; Prunes; Flat mints.

Fresh Turkey Has More Moist Tender Meat

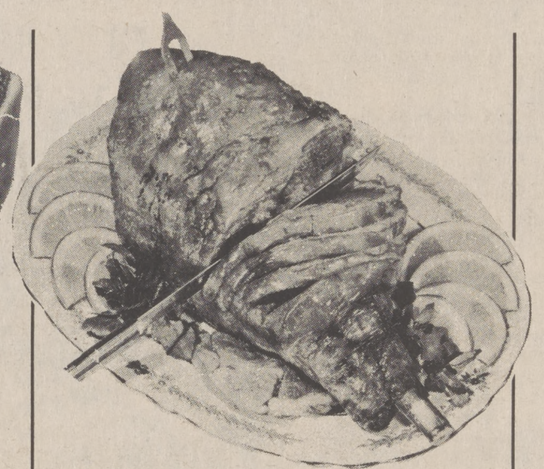
USDA Prime Corn Fed Beef

PRIME RIB ROAST 6TH AND 7TH RIBS

This is a true "Prime" Rib cut. We're the only supermarket chain that sells this superb quality. Try one for Mother's Day dinner. The flavor is fantastic.

1st THROUGH 5th RIBS lb. $1.29

1.09 lb.



Tender Delicate Flavor

SPRING LAMB LEGS

The finest tasting lamb of the year. All genuine milk-fed California tender, young lambs. Beautifully trimmed and priced right.

89¢ lb

● Frozen Food Bargains

BANQUET—All Varieties **Dinners** 11-Oz. Pkg. 43¢
BIRDSEYE—With Butter Sauce **Cut Corn** 29¢
VAN DE KAMP—French Fried **Halibut** 8-oz. pkg. 85¢
RICH'S CHOCOLATE **Eclairs** Four in Pkg. 49¢
BIRDSEYE—10-Oz. Pkg. **Blueberries** 37¢
BIRDSEYE—In CREAM SAUCE **Sweet Peas** 8-oz. pkg. 33¢
Birdseye in Hollandaise Sauce **Broccoli Spears** 10 oz. 37¢
Birdseye—French Cut with Almonds **Green Beans** 9 oz. 37¢
Birdseye Mixed—8 oz. pkg. **Vegetables** with Onions 37¢
BIRDSEYE RICE, PEAS, MUSHROOMS, 7-Oz. Pkg. 37¢
BUTTER SAUCE—10 Oz. Pkg. **Sweet Peas** Birdseye 29¢
SWISS MISS—All Varieties **Fruit Pies** 8-inch size. 3 FOR 89¢

Fehr's **Mayonnaise** Quart 37¢

Del Monte **CATSUP** 14-Ounce Bottle 19¢

Del Monte **DRINKS** All Flavors—46 Oz. 3 FOR 79¢

Raley's **POTATO CHIPS** BBQ or DIP 14 Oz. 49¢

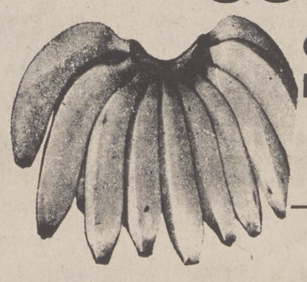
Silk 150 **FACIAL TISSUE** 6 FOR $1

Purex ½ Gal. **BLEACH** 33¢

Coupon! Coupon!
BOLD
WITHOUT THIS COUPON 75c
Expires May 10th
WITH THIS COUPON
Giant Package 59¢

GOLDEN GRAIN—Chicken or Beef **Rice-Roni** 35¢
LIBBY—46 Oz. **Tomato Juice** 33¢
ROSARITA—No. 303 **Refried Beans** 2 FOR 39¢
BIG TOP—18 Oz. Jar **Peanut Butter** 59¢
PILLSBURY—All Layer Varieties **Cake Mixes** 34¢
Pillsbury Lemon, Fudge, Milk Choc. **Frosting** Pkg. 34¢
STOKELY—32 Oz. **Gatorade** 38¢
DUBUQUE—4 Oz. Can **Vienna Sausage** 25¢
KITTY SALMON FOR CATS **Pet Food** 6 oz. 2 FOR 29¢
ON GUARD—6 Oz. **Bowl Cleaner** 79¢
KRAFT SALAD **Mustard** 8-Oz. Jar 2 FOR 45¢
SUNSHINE—Reg. or Mint **Cookies** 16 Oz. 49¢
BORDEN'S—Quart 65c **Cottage Cheese** Pint 33¢

BEECHNUT STRAINED—4¾ Oz. **Baby Food** 9¢
PLAIN OR IODIZED—26 Oz. **Morton Salt** 2 FOR 25¢
1 LB. 71c – 2 LB. $1.35 **Coffee** Folger's, 3 Lb. $1.98
FOLGER'S INSTANT **Coffee** 10-Oz. $1.32
FISHER'S—2½ Lb. Pkg. **Biskit Mix** 39¢
BORDEN'S—Pint **Swiss Yogurt** 25¢
BORDEN'S—½ Gallon **Ice Cream** 69¢
GIANT **Dreft** 85¢
GIANT **Ivory Flakes** 85¢
GIANT **Ivory Snow** 85¢
GIANT **Duz** 85¢
18 OUNCES **Coffee Mate** 99¢
LIPTON'S—2 Oz. **Instant Tea** 89¢
SENECA CINNAMON—15 Oz. **Applesauce** 4 FOR 95¢



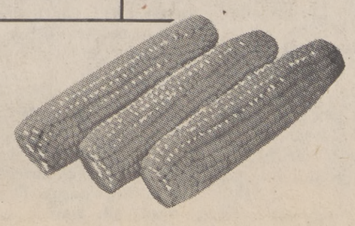
Golden Ripe **Bananas** 10¢ lb

Red Leaf Butter LETTUCE 2 HEADS 29¢

Radishes or Green Onions 2 BUN 19¢

SWEET - RIPE **Cantaloupes** 5 FOR $1

Tender Sweet CORN ON THE COB 8¢ Ear



AIRBORNE – Departing from New York via Pan American World Airways is 1969 Maid of Cotton Cathy Muirhead. She's fashionably attired in a double woven cotton wrap dress by Tiffeau Busch. Sharing center stage are a few pieces of her Skyway luggage that will accompany her on travels throughout the United States, Canada, and the Far East.

SPARKLING WHITE – A thing of beauty from tip–to–toe is this ball gown of white pebble cotton by Geoffrey Beene. Daisy appliques centered with rhinestones create a mock bolero to underscore the Empire silhouette. It's one of the outstanding fashions in the wardrobe of 1969 Maid of Cotton Cathy Muirhead.

High Altitude Gardening

By Ronald H. Gustafson
Washoe County Extension Horticulturist

A backyard vegetable garden can supply an important proportion of the fresh vegetables a family needs during the growing months. A well handled home vegetable garden in a suitable place should produce more than enough to offset most of the cost such as seeds, fertilizer, water and garden tools. Health values of the produce and outdoor exercise are also of interest. Furthermore, vegetables from ones own garden can be harvested at the right time and used promptly when they have the highest quality and food value.

Where a farm gardener usually has an opportunity to select the best land within a reasonable distance from his house, most backyard gardnerers must make whatever they have on their lot do. Some backyard sites are not well adapted to a vegetable garden. Steep slopes, bad drainage, too many trees, too much rock, or too little top soil and shade from buildings are some of the drawbacks town gardeners put up with.

Selection of the best site possible is a must for successful gardening. First of all a plot of land suitable for a backyard garden must be in the open where it can get at least six hours of sunlight a day. Vegetables cannot be grown successfully where there are numerous shade trees or between buildings where the sun does not reach. If the sun reaches the garden spot no more than six hours a day, vegetables like tomatoes, egg plant, peppers, and beans probably will not do very well. The leafy vegetables like lettuce, spinach, and swiss chard will tolerate some shade better than the fruit or seed bearing vegetables.

Deep rich sandy loam makes best all–purpose garden soil, however, it is possible to use a wide range of soils from sandy soils through silt loams and clays. Silt loams and clays are heavy, sticky, and difficult to handle.

Unless the soil is of such character that it can be spaded up into a loose crumbly condition, it will be difficult to work. To determine if the soil is dry enough to work, squeeze a handful tightly into a ball and then break it apart with your fingers. If the mass crumbles it is safe to work, but if the soil clings together and cannot be readily broken up, it is too wet. Sandy soils dry out more quickly than silt and clay soils, and they are damaged less by working when they are wet than are the heavier soils. Heavy soils have a tendency to pack if they are worked when too wet.

It is not too late for those gardeners who would like to have their soil tested to get the job done. The University of Nevada's soils department does this service without cost to the individual. If you want yours analysed, take about one pint of top soil to your County Agent. The County Agents office in Reno in 1100 No. Wells (Fairgrounds).

A gardener always has much to learn about any plot of ground which he works. Often he does not do as well the first year as in later years because of peculiarities of a locality are learned only by experience. Sometimes it is possible to improve your soil with proper management and thus help you get better gardening results.

For the gardener who wants to get started planting early, he should select crops that will stand some cold weather. Some of the vegetables that could be planted now with relative safety are: beets, cabbage, carrots, lettuce, parsely, and peas.

A colorful flower garden is easy when you use annuals. These flowers, which must be planted every year, provide a vast array of color from midsummer to early autumn in your garden, and whats more important, many are ideal for decorating the kitchen table.

Annual flowers are those flowers which produce foliage, flowers and seed in one season. Because of this, you will have to plant them every year. There are some advantages to this and that is you won't have to worry about winter hardiness, and you can change the display each summer. Weed control is easier in the annual bed because the garden area is spaded up each year.

There are too many annuals to list them all, but some of them are better suited for a specific area of the garden than others. For example: moss rose, dwarf ageratum and alyssum, and phlox are wonderful edging plants for outling your flower beds. Dahlias, snapdragons, zinnias, china asters and marigolds are ideal for border planting and cut flowers in floral arrangements. A couple of annuals for that shady spot in your garden are coleus and impatience. Of course, the old favorite and garden standby is the petunia with its mass of color throughout the summer until frost.

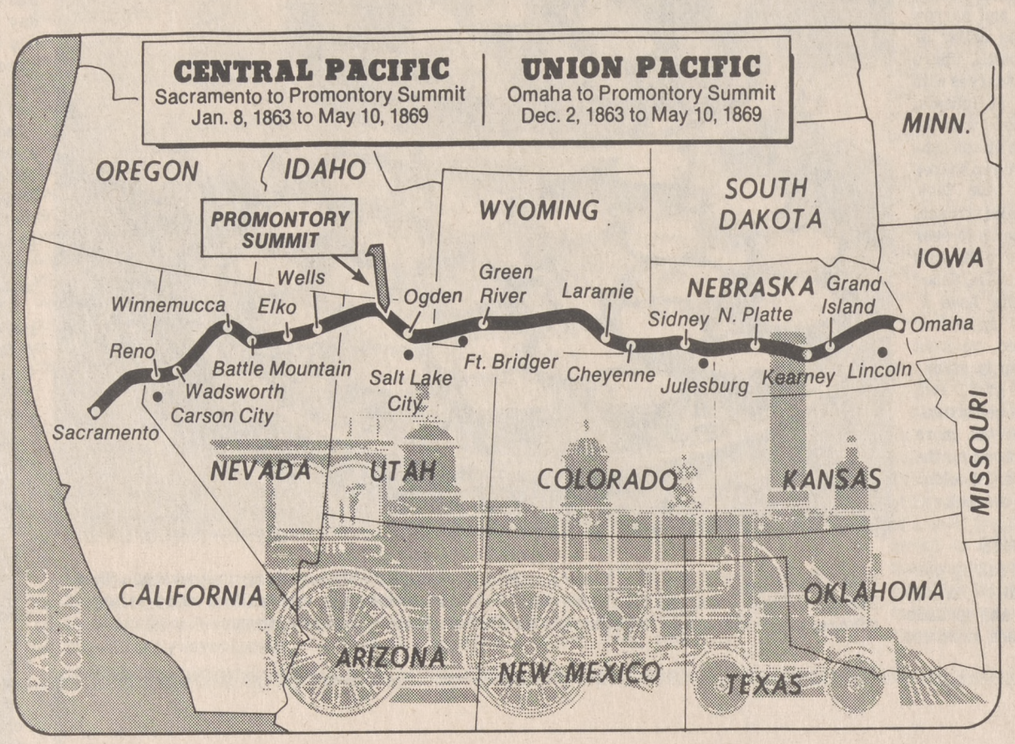
Many annuals can be grown from seed planted directly in the garden, however, with our short growing season you will have better results if you start the seed indoors and transplant the young plants to the garden. All the popular annuals may be purchased as transplants from a florist or nurseryman.

You can make an excellent salad from salad greens, grapefruit sections and strips of green pepper. If you like, you can peel the green pepper with a swivel–blade vegetable peeler. Yes, it works!

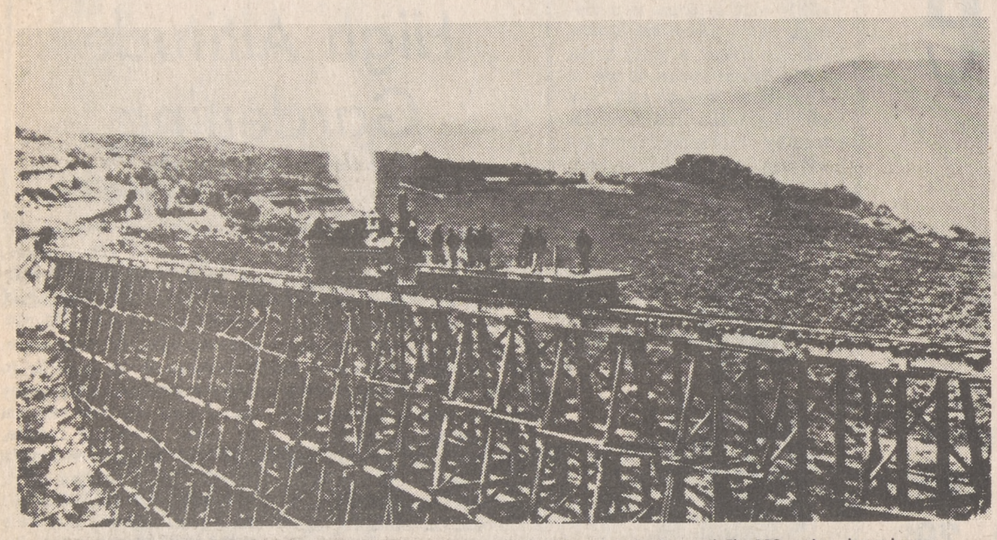
The Tahoe Daily Tribune welcomes items of social interest about the community and its residents. If you are planning a party, entertaining out–of–town guests, taking a trip or have any social news, you may submit it for publication by calling the Tahoe Daily Tribune at 541–3880, stopping at the newspaper office located at Tallac and Riverside or mailing your news to Box 1358, South Lake Tahoe.

Continental Rail Link Marks First Hundred Years

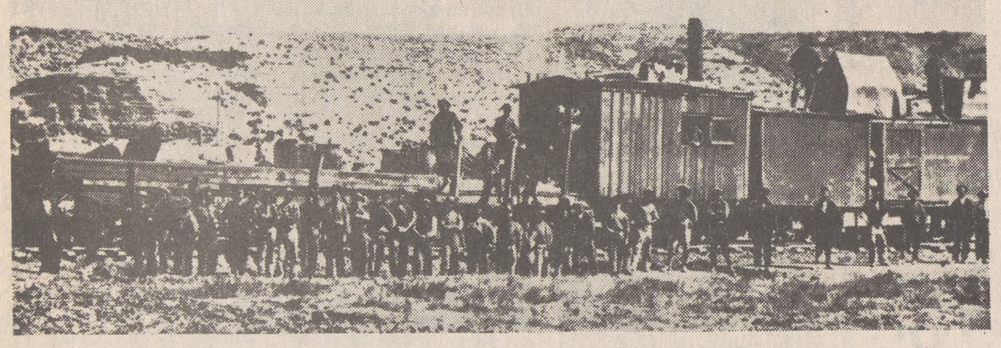
Most famous photograph of Golden Spike ceremony, taken immediately after the joining of the rails, was long credited to photographer Charles Savage but is now known to have been taken by A. J. Russell. Union Pacific's coal burning engine, the 119, is at the right. Central Pacific's balloon-stack Jupiter, at left, was a coal burner.



1869. May 10th. 1869.
GREAT EVENT
Rail Road from the Atlantic to the Pacific
GRAND OPENING
—OF THE—
Union Pacific
RAIL ROAD.
PLATTE VALLEY ROUTE
PASSENGER TRAINS LEAVE
OMAHA
ON THE ARRIVAL OF TRAINS FROM THE EAST.
THROUGH TO SAN FRANCISCO
In less than Four Days, avoiding the Dangers of the Sea!
Travelers for Pleasure, Health or Business
Will find a Trip over the Rocky Mountains Healthy and Pleasant.
LUXURIOUS CARS & EATING HOUSES
ON THE UNION PACIFIC RAIL ROAD.
PULLMAN'S PALACE SLEEPING CARS
RUN WITH ALL THROUGH PASSENGER TRAINS.
GOLD, SILVER AND OTHER MINERS!
CONNECTIONS MADE AT
CHEYENNE for DENVER, CENTRAL CITY & SANTA FE
AT OMAHA AND CHEYENNE FOR HELENA, VIRGINIA CITY, SALT LAKE CITY AND ARIZONA
THROUGH TICKETS FOR SALE AT ALL PRINCIPAL RAILROAD OFFICES!
Be Sure they Read via Platte Valley or Omaha
Passenger's Office 78 La Salle St., opposite City Hall and Court House Square, Chicago.
CHARLES E. NICHOLS, Ticket Agent.
J. P. GILMAN, JOHN F. HART, J. BUDD, W. SNYDER.



The "Big Trestle" built by the Union Pacific near Promontory was completed three days before the driving of the Golden Spike. It made even the pioneers nervous and was soon abandoned in favor of the Central Pacific's "Big Fill," on parallel grade in background. The 119 engine, shown here, was used in the Spike ceremony. It was an eight-wheeler of the then-new coal-burning type built about six months earlier in New Jersey.



Typical construction train moved men and supplies forward as the tracks were laid. Graders worked ahead to ready the ground for tracklayers. In the dogged race between rival construction teams The Central Pacific was judged a winner when its Chinese crews laid over 10 miles of track in a single day near Promontory, where the joining of the rails took place.

Colorful Utah Pageant Celebrates Joining of Cross-Country Railroad with Golden Spike

PROMONTORY SUMMIT, UTAH, MAY 10—On this spot one hundred years ago today, a golden spike was driven into a polished railroad tie with a silver hammer. The symbolic act, completing one of the most heroic and far-reaching construction feats in history, linked the final track sections of America's first transcontinental railroad.

Although about 500 celebrators cheered the great event, they could scarcely have foreseen the revolutionary changes that would follow the opening of the continental heartland to settlement, to agriculture and to easy contact with inland and coastal America. The driving of the Golden Spike, most historians agree, marked the beginning of the end of the western frontier.

At 1:47 this afternoon, local time, the historic Golden Spike ceremony will be painstakingly reenacted in front of a brand-new vistors' center built by the National Park Service at the Golden Spike National Site. The pageant features accurate recreations of grading, track, telegraph lines and signals and near-replica engines; a costumed cast—including many descendants of the original participants—will repeat most of the known events of a century ago. This time, however, the audience will be several times larger.

Among the thousands of visitors gathering for today's ceremony are hundreds of federal and state officials and many foreign dignitaries. Another large contingent will be made up of railroad buffs who have descended on this place from all over the country. Hundreds have come in special trains, some steam powered by ancient engines in honor of the occasion.

None of the celebrators, however, will reach the scene by rail, for trains no longer run through these grim, grey hills crouched on the northern shoulder of the Great Salt Lake. By one of the curious quirks of history, the spot where the "Wedding of the Rails" took place shows few traces of the great events that centered here and swirled around it. The area is so remote and unsettled, in fact, that it was selected a dozen years ago by Thiokol Chemical Corporation as a suitable place for building and testing giant rocket engines.

Racing for High Stakes

But even as it now yields to some of the excitements of space-age industry, Golden Spike country looks back on those adventurous days when it was chosen as the meeting place for rail builders racing here from opposite directions.

The building of the railroad was indeed a race, and there were rich rewards for speed. Under congressional authorization, the Union Pacific Railroad built westward from the Missouri River, while the Central Pacific built eastward from California. Both roads received federal bounties—in money and public lands—for every mile they built.

One of the results was the organization of great construction armies numbering up to 12,000 men on each side. In the creation of armies the Union Pacific—starting from the more populous east—had a few advantages. The Civil War had just ended and many servicemen—led by their old generals—were recruited for the job. They moved westward in teams on an almost military plan that miraculously managed to put men and supplies where they were needed every mile of the way.

California manpower was much scarcer, and other pursuits—such as gold mining—proved more attractive to the pioneers who had migrated from the east. But California already had a number of Chinese laborers who were willing to take on the arduous task of railroad building; they soon proved themselves remarkably able as well as willing. Within a short time the Central Pacific had sent teams across the Pacific to recruit thousands of additional Chinese into the railroad labor force.

For the most part the railroads brought their men with them as they crossed the plains from the east and the mountains from the west. But there was one notable exception: in Utah the Union Pacific found a close-knit group of hardy and hard-working pioneers already settled in.

Like other Westerners of the time, the Mormons of the Utah Territory were chronically short of cash. Trade with the "outside" world declined after the war and church leaders were looking for ways of bringing new money into their community. Brigham Young, the principal leader, saw such an opportunity in railroad construction. He helped to obtain contracts for several quickly formed construction companies that put thousands of Mormons to work on the last, difficult miles leading to Promontory.

Bending Around the Lake

Though he helped to build the railroad through Utah, Brigham Young was to be disappointed in one of his fondest hopes. As the tracks advanced through Wyoming toward Ogden—in the north central part of Utah—Young tried to persuade the Union Pacific to bend the road around the south end of the Great Salt Lake, a route that would have brought the mainline through his well-loved capital at Salt Lake City. General Grenville Dodge, UP's chief engineer, insisted that the northern route was superior, and his view prevailed.

Engineers as well as historians have come to question Dodge's judgment. The difficult passage over Promontory Summit developed into one of the great bottlenecks of the transcontinental railroad. The best engines available even by the end of the century had difficulty moving ever-growing trains over the steep grades. Freight and passenger trains had to be broken into sections and helped over Promontory by extra engines. In 1904 the Southern Pacific Railroad—successor to the Central Pacific—completed a trestle over Great Salt Lake much further south. The cutoff completely bypassed Golden Spike country and this historic section of mainline changed into a little-used spur. Early in World War II the tracks were taken up for use in more essential service.

End of the Frontier

Within a few years of the joining of the rails, several other railroads crossed the American continent bringing vast changes over the face of the land. Few developments of the 19th century could match railroad-building importance. It triggered—or, at least, made possible—one of the greatest migrations in history. Over a span of 20 years the population of Nebraska increased by 1000 per cent; the Dakotas grew at at least twice this rate. Population growth formed one of the chief bases for turning territories into a continuous band of states stretching from the Atlantic to the Pacific.

Much of this key to history is symbolized in the driving of the Golden Spike on May 10, 1869. Little wonder that dignitaries from around the country and across the world gather today on Promontory Summit to mark the centennial of an event that changed the world.

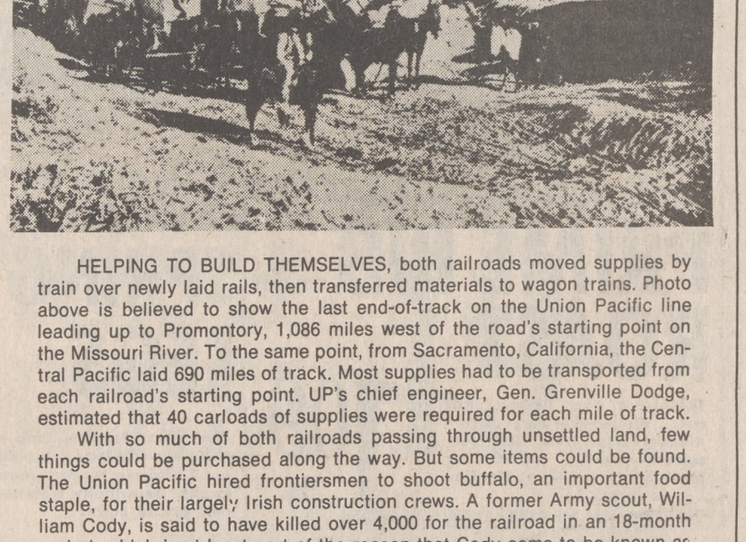
Forty Cars to the Mile

HELPING TO BUILD THEMSELVES, both railroads moved supplies by train over newly laid rails, then transferred materials to wagon trains. Photo above is believed to show the last end-of-track on the Union Pacific line leading up to Promontory, 1,086 miles west of the road's starting point on the Missouri River. To the same point, from Sacramento, California, the Central Pacific laid 690 miles of track. Most supplies had to be transported from each railroad's starting point. UP's chief engineer, Gen. Grenville Dodge, estimated that 40 carloads of supplies were required for each mile of track.

With so much of both railroads passing through unsettled land, few things could be purchased along the way. But some items could be found. The Union Pacific hired frontiersmen to shoot buffalo, an important food staple, for their largely Irish construction crews. A former Army scout, William Cody, is said to have killed over 4,000 for the railroad in an 18-month period, which is at least part of the reason that Cody came to be known as "Buffalo Bill."

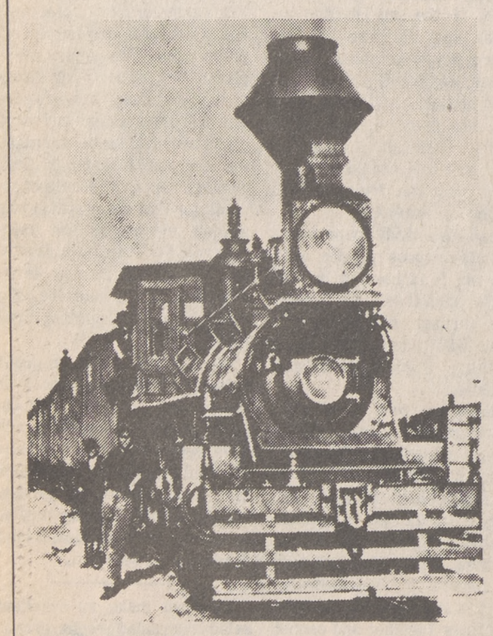
The Central Pacific, built mainly by Chinese crews, had other provisioning problems. The Chinese diet was considerably more varied: it consisted of dried oysters, abalone, cuttlefish, pork, poultry and many types of vegetables including bamboo sprouts and dried seaweed. Virtually all of this had to be moved inland by rail. Steel and rolling stock for the Central also had a longer trip. Built in the east, these harder goods had to be shipped 15,000 miles by sea to San Francisco, then barged to Sacramento for movement by rail.

Even railroad ties were transported. Most of those on the Central Pacific are believed to have come from California sawmills; as a result, they were neatly sawed and squared. Union Pacific ties, in contrast, were crudely cut by hand tools. Probably many of these were made from timber found along the way. Reconstructed track at the Golden Spike National Site is laid over sawed ties from the west, rough-cut ones from the east.



A new Visitors' Center built by National Park Service marks the site of the historic link-up of the first transcontinental railroad. Tracks in foreground are accurate replicas of originals, laid on the same grades. Exact meeting place can be seen at junction of Union Pacific's rough-hewed ties and square-cut ties of the Central.

Power at Promontory



About 20,000 steam locomotives—each with the power of 500 horses—would be needed to equal the thrust of a single modern rocket engine of the type now being built and tested near the site of the Golden Spike. The 156-inch diameter engine being test-fired (right) produces 1 million pounds of thrust, roughly equal to 10 million horsepower.

IN THE HUNDRED YEARS since the first Pacific railroad was joined at Promontory, new forms of power as well as transport have shrunk the world and brought the moon within the range of man's travel. And much of the power for America's aerospace might was developed one hilltop away from Promontory's railroad grades. In the same mountains of northern Utah, Thiokol Chemical Corporation operates the free world's largest facility for building solid fueled rocket engines. Most of these have been used in military systems, notably as the first stage of the Minuteman intercontinental ballistic missile. Some larger engines however have provided or augmented the booster power of space vehicles; technologies have been developed here for orbiting giant payloads for the post-Apollo era of space exploration.

Single engines test-fired at Thiokol's plant in the Wasatch Mountains generate as much horsepower as 20,000 steam engines of the type that first chugged over these hills! Although there are no exact records of the number of engines that steamed across Promontory Summit during its 35 years of mainline service, their total horsepower is certainly much less than that generated by any one of today's major space launches.